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HONGKONG, WEDNESDAY, OCTOBER 13th, 1926. 叁拜禮

Registered as a Newspaper at the General
Post Office in the United Kingdom.

號拾月拾年五十五國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	1.45	2.59
Yau Ma Tei	6.50	9.24	10.39	11.49	12.09	1.24	1.54	3.08
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	2.06	3.20
Tai Po	7.16	9.49	11.04	12.14	12.34	1.49	2.19	3.33
Tai Po Market	7.31	9.59	11.19	12.29	12.49	1.59	2.29	3.43
Fanning	7.43	10.08	11.31	12.41	12.61	2.03	2.33	3.55
Shumohun	7.58	10.27	11.46	12.56	12.76	2.18	2.48	4.10
Shumohun	7.43	10.13	11.58	13.00	12.85	2.13	2.43	4.05

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	1.45	2.59
Yau Ma Tei	6.50	9.24	10.39	11.49	12.09	1.24	1.54	3.08
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	2.06	3.20
Tai Po	7.16	9.49	11.04	12.14	12.34	1.49	2.19	3.33
Tai Po Market	7.31	9.59	11.19	12.29	12.49	1.59	2.29	3.43
Fanning	7.43	10.08	11.31	12.41	12.61	2.03	2.33	3.55
Shumohun	7.58	10.27	11.46	12.56	12.76	2.18	2.48	4.10
Shumohun	7.43	10.13	11.58	13.00	12.85	2.13	2.43	4.05

SHA TAU KOK BRANCH

Stations	Dep.	Arr.	Stations	Dep.	Arr.
Fanning	7.45	11.30	Shatin	6.30	10.15
Shatin	8.40	12.25	Fanning	7.25	11.10

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from Messrs. The Hongkong & Shanghai Banking Corporation, Ltd., or from Messrs. The Chinese Navigation Co., Ltd., or from Messrs. The S.S. Co., Ltd.

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HONGKONG.

LADY CLIFTON IN UNKIND MOOD.

SHANGHAI'S REPUTATION FOR DISSIPATION AND MONEY GRUBBING.

"GORGEOUSLY, SPLENDIDLY CONCERNED WITH MONEY-MAKING."

THE CHINESE AND THE BRITON.

Unlike the great majority of people who write in the Home papers concerning China in general and Shanghai in particular, the *Baroness Clifton* knows her subject. Her writings on China have always been remarkable for their pungency and humour, and to her opinions we accord our full respect, says the "N.C. Daily News." The following article from her pen appears in a recent issue of the "Daily News." In it she deals with Shanghai sternly but with discrimination. Only our innate chivalry, adds the *Shanghai Journal*, prevents us from remarking that "she may be a beast but she is nevertheless a just beast." The article follows:—

Shanghai has got a reputation for dissipation and for money grubbing which it possesses, one must admit, through its own fault.

Stuck down on the mud flats of this Yangtze mouth, on the site of a mere Chinese fourth-class town—almost, in fact, a village, when it was surrendered to the English in 1848—Shanghai is situated in about the world's most odious and unattractive position. Not even actually on the wide edge of the Yangtze, it is poked away up a tidal tributary of this great river, which rejoices in the jocular sounding name of the Whangpoo. By rights the place on a singularly unattractive site, and yet there is about this strange city, this incongruous mixture of the best and the worst of all western nations planked down on the edge of Asia, a good deal of solid attraction.

The Appeal of Shanghai.
Peking may be romantic; Canton may house the "jeunesse dorée" of the Kuomintang—the modern revolutionary party of China—it has also been the earliest home of Anglo-Saxon misadventure in the East; Macao, with its colour-washed wrecks of pale green Portuguese houses may have known the young Camerons wrestling with couplets of the Lucretia beneath its magnolia trees; but Shanghai, though it is but of mud-rum growth compared to the other great ports, is the most gorgeously splendidly concerned with money-making of the whole lot.

It was as a foreign settlement founded by the British, and the Americans came there extremely soon afterwards. Need one say more? The French do their little bit as well: there is the French concession in the foreign settlement, as well as the International. There are also Italians, Belgians, and Germans living there now, in Shanghai, and more have lived there before them; it has never been a noticeable characteristic of any of these great nations that they disliked money. And then there is the great race, that most dignified and splendid of all oriental peoples, the thin-fingered Celestials to whom the yellow alluvial mud soil whereon Shanghai is piled, belongs, and the Celestials are not by any means, as their profound admirers will admit, the least money-worshipping of nations.

Shanghai is the apotheosis of commercialism. There is no time for anyone who is not interested, roughly speaking, in money-making, or money-getting. And this is very natural and very praiseworthy—that foreigners who are trading with and living among a race who are undoubtedly the greatest businessmen on earth, should concentrate heavily on the pursuit of the flying dollar.

The Chinese are the most commercially-minded people on earth, except our own charming Anglo-Saxon selves, but with differences, differences which are particularly accentuated in Shanghai, the great Manchester of the Pacific sea-board.

BAD OLD DAYS IN CHINA.
CHINKIANG INCIDENT OF FORTY YEARS AGO.
RECALLED BY WANHSIEN AFFAIR.
The following interesting letter signed by "Sub-Lieutenant" appears in a recent issue of the *Daily Express*. To the Editor of the "Daily Express."
Sir,—The present serious disturbance on the Yangtze reminds me of an incident which occurred nearly 40 years ago at Chinkiang, about halfway between Hankow and the mouth of the river. A sudden riot there resulted in European warehouses being looted, and British residents were obliged to seek refuge in a bulk on the river. The ship in which I was serving was despatched to deal with the trouble.

The Taoist of the province came on board, and eventually agreed to execute the ringleaders and pay an indemnity of 5,000 taels, asking to be given three weeks to arrange the payment. Later, when payment was made, the Taoist pocketed the receipt and remarked to the captain: "Your money kind ladies make pay my fun."
(Continued at foot of next Column.)

SLEEPING BERTHS IN AIR LINER.

5-ENGINED GERMAN PLANE.

BERLIN, September 14th.
The German Air Hansa claimed that their machine which started from Besau today is the largest passenger seaplane in the world, and certainly larger than any British aeroplane.

It has five engines, each of 400 h.p., and carries 22 passengers, two pilots and one electrician. It will be sub-divided into smoking, non-smoking and ladies' compartments, and will be fitted up to enable passengers to sleep during night travel. It looks the same as any other Junkers all-metal aeroplane, except that it is much larger. All the preliminary trials were satisfactory.

He reminded us, in explanation, that the Yellow River had recently overflowed its banks, that a Mansion House fund had been raised in London for the relief of the victims, and that the money had come in extremely useful for paying off the indemnity.
I am afraid that the present serious "incident" will not be settled so quickly, and, in any case, we shall do well to remember that the ways of "Ah Sin" are devious and strange.
S.W.2. SUB-LIEUTENANT.

GRAND OPERA.

THE APATHY OF HONGKONG PEOPLE.

THE SAXON MENTALITY.

The Italian Grand Opera Company has been here several days, and they remain until Saturday night, when they give their last performance. Except on Monday night, when the Company presented "Faust," the audience was very meagre. The artists are all good, a few of them are brilliant, and yet the audiences have been poor.

Amongst the audience—I have attended the theatre every night—were a few Chinese. That is not surprising. Eastern and Western music are opposite. Of the Portuguese there were not many, and this is surprising in that as a race they are fond of opera. There was also a paucity of Saxons. The majority were Scotsmen.

The Saxon is not overfond of opera, and that is due to his mentality. He is not imaginative; he is not easily moved, and he dreams very little. A "No, No Nanette" makes him hilarious; when a piece of Verdi's or Puccini's leaves him cold. The Britons—and the Scots still retain the characteristics of their forefathers. Their natures are mystical, they revel in imagination, their lives are surrounded with song. Temperamentally they are different from the Saxon. In olden times, minstrels roamed the English countryside, but not to the extent they did in Scotland, Ireland and Wales. There, they were part of the households of princes. England preferred its jesters, Scotland and Ireland its minstrels, and Wales its harpists. For the Englishman comedy, for the Celt tragedy, and so their likes and dislikes are easily accounted for.

Two Points of View.

One night at the theatre I met a Scotsman and we discussed the merits of the Italian Company. "I don't profess to know much about music," said the Scotsman, "I hate the theory of it, but I feel great music, I understand it. It holds me, crushes me almost. It has made me love the human voice more than the music of the birds or the music of the spheres. I cannot say I like Italians, but they can be forgiven their defects because of their art, their music. A nation nurtured with song is a great nation." There came to my mind something that a great writer had said in regard to imagination. "You cannot fall in love without imagination," he wrote, "nor enjoy the song of a robin, nor the beauty of a rose." And I decided that the Scotsman had imagination.

Another night I accepted a Saxon at the theatre. He was bored. He said the music was rubbish, and that the artists were amateurish. Verdi and Puccini were nothing to him. I decided he had no imagination.

A Real Musician.

I would call that Scotsman a musician, and that Saxon a buffoon. The Saxon had also told me that he knew pretty music when he heard it. Had he been a Mus. Bac. I would not have believed him. And that brings to my mind a musician I once knew, a musician who was accounted to be a master of composition. Having known him, I would place him in the same category with my Saxon friend. He might have known the theory of music, but he never felt it as the Scotsman does.

This musician was one day in his garden armed with a gun. He was accosted by a friend, one who held no musical diplomas, but one who was well known in the locality for his fine singing. "Pray," said he to the musician, "and what are you shooting?"

"The blackbirds are eating my apples," was the reply, "and I must extirpate them. Do you get any trouble from them in your orchard?"
"Yes," said his friend, "but I am too fond of music to shoot a blackbird."
That musician was afterwards called the "apple-tart Mus. Bac."

LOTTERY TICKETS.

BIG HAUL FROM CHINESE.

DEFENDANT EXTRACTS BAIL.

Over 6,500 Macao lottery tickets, of a face value of \$7,958, were seized on a Chinese at Upper Lascar Row on Monday, and yesterday an application came before Major C. Willson for the confiscation of the tickets and for the detaining of the holder of the tickets, by the detaining of the holder of the tickets. It was explained that the arrested man, who is well-known to the police as being an extensive lottery ticket trafficker, had not appeared in Court, and the necessary orders were made by the Magistrate. The same man was arrested a year ago with other Chinese for smuggling lottery tickets and he had then, as now, "jumped" his bail.
Yesterday's seizure of lottery tickets was one of the largest of its kind made for some time.

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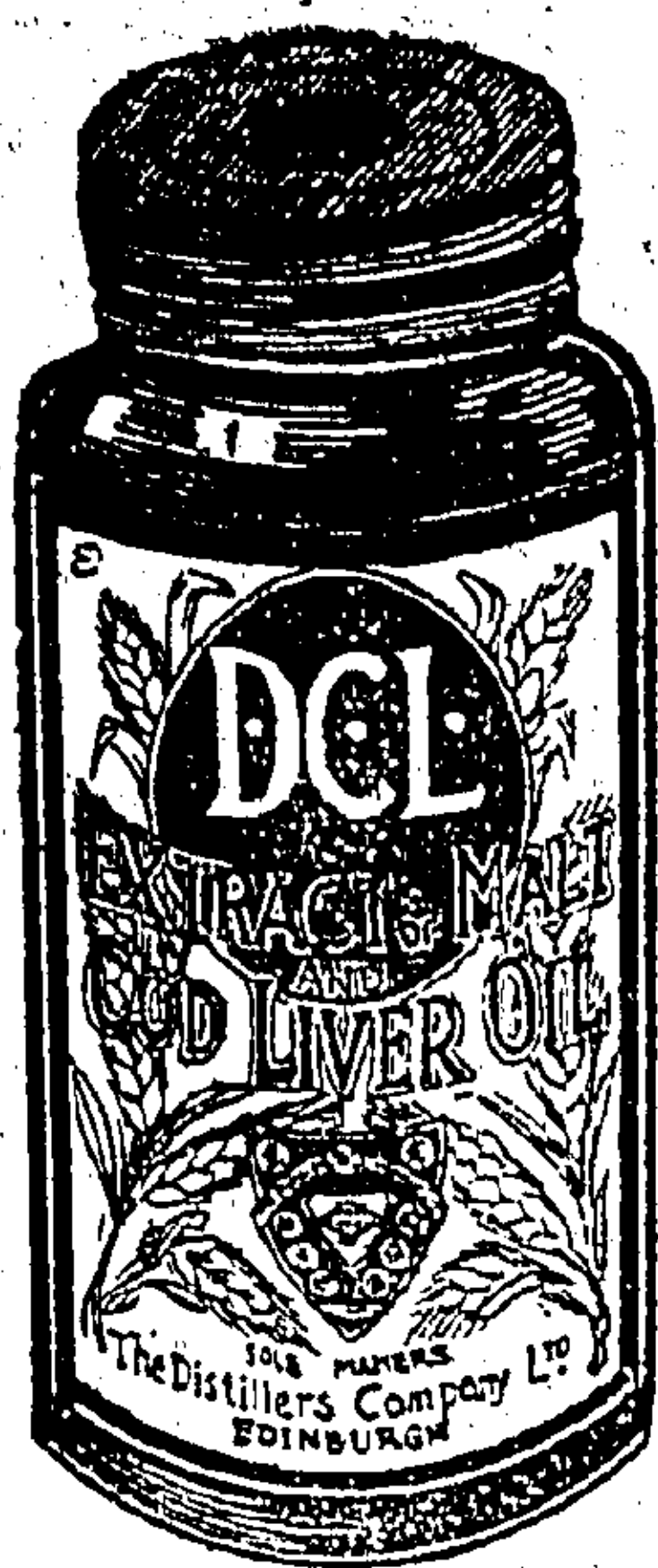
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OFFICIAL REPORTS OF THE CANTON DEMONSTRATION.

DECLARATIONS BY THE KUOMINTANG AND THE STRIKE COMMITTEE.

STRIKE COMMITTEE "CANNOT SAY THAT THE CANTON-
HONGKONG STRIKE IS SETTLED."

SITUATION MUCH IMPROVED IN CANTON.

The official accounts of the demonstration at the East Parade ground on Sunday add little, if anything, to the report published in the *Daily Press* yesterday.

The message received from British sources simply states that the processions passed off peacefully; that Chinese are returning to duty with their former employers and that the situation is much improved. As far as Swatow is concerned the information confirms that published in the *Daily Press* on Monday. Yesterday our correspondent added that there was no improvement in the situation and that intimidation was still being practised. As will be seen elsewhere in to-day's paper a message received on Tuesday evening announces that the situation is growing worse.

The account of Sunday's demonstration in Canton, furnished by the Canton Information Bureau, may, we presume, be regarded as the official statement of the Government. Unfortunately it does not give us any clear idea of what the future trade policy is to be. These official statements are given below:—

The report received from the Hongkong Naval Authorities says:—
Canton.

The boycott has been publicly announced at an end and the Strike Committee have issued a proclamation to this effect.

Chinese are returning to duty with their former employers and the situation is much improved.

Arrangements are now being made for a general resumption of trade and business, but movements and berthing of steamships are handicapped due to silt up of wharves during the strike.

Processions and demonstrations on Sunday, October 10th, passed off peacefully.

Swatow.

Strike pickets have been withdrawn, but pending the return of two delegates sent to Canton to ascertain the position, the boycott is being continued, and no employees of British are yet allowed to return.

Reported that local troops are being drawn back from the Fukien border.

CANTON INFORMATION BUREAU.

The following communiqué was issued by the Canton Information Bureau:—

At a great gathering at the East Parade ground yesterday at noon the Strike Committee called off the boycott.

In this connection two declarations have been issued: one by the Strike Committee and the other by the Kuomintang addressed to the general body of Hongkong and Canton strikers.

The Nationalist Government has issued no statement, the boycott being a patriotic popular movement under the leadership of the Strike Committee as the elected executive of the general body of the strikers.

The general sense of the declarations is that though the specific struggle which has found expression in the boycott was directly caused by the Shanghai massacre of May 30th and the Shanghai-Shanghai massacre of June 23rd, the same is but a part of the general nationalist struggle against imperialism. Owing to fundamental change in the national situation brought about by an extension of Nationalist power and influence to the Yangtze, there is necessity to change the technique of the specific struggle and to resort to a new policy as well as to propaganda in order to make the people of the whole country realise the semi-colonial status of China and lead them to join the active anti-imperialist movement whose aim and purpose is the liberation of Nationalist China from unequal treaties and the redress of wrongs.

The Kuomintang Declaration.

After a review of the national revolutionary movement in China the Kuomintang declaration to the strikers emphasizes that "the giving up of the policy of direct boycott and the blockade of Hongkong" (which is a specific struggle) does not mean the cessation of the general struggle of Chinese Nationalism against imperialism but its intensification "on a national scale until the independence of China is completely secured." Argument is developed by comparing Kwangtung to "one wing of a wide front and this one wing has advanced very far while the rest of the front is not yet at a position for a similar advance. Kwangtung, therefore, although successful in the anti-imperialist struggle is arresting its advance in order to concentrate its efforts in different directions in accordance with a new policy. This policy which is now being carried out with the same spirit of self-discipline and self-sacrifice as was the advance is not a defeat but a great victory.

The New Policy.

What is the new policy? Briefly, it means to consolidate the revolutionary base in Kwangtung, in other words, to

consolidate the people's movement and make it a base for political and economic development, to improve local and provincial administration, to build ports and roads, to improve the living conditions of the workers, peasants, teachers, merchants, etc., to destroy banditry and make the political liberties of the people secure—all this means to make the national revolutionary base in Kwangtung so strong that no aggression by imperialists could affect us.

But this is not all. The new policy means a widening and strengthening of the National revolutionary base in other provinces so that they can join in the active anti-imperialist front. The new policy means that much effort must be used in the re-establishment and strengthening of the people's organisations throughout the country and in securing revolutionary provincial and district government in the places which have already been occupied, or will be occupied in the future. When all this is done, then the anti-imperialist front will become unshakable and its final victory assured. Then the independence and liberty of China and the welfare of the suffering masses will be secured.

Declaration of Strike Committee.

In the declaration of the Strike Committee, after referring to the decision to withdraw voluntarily all our pickets from various parts at 12 o'clock noon on October 10th, they "solemnly declare to the public that we recognise the new policy as most suitable to our modern revolutionary environment and as the most effective measure for opposing imperialism. We make our resolution voluntarily; we have not arrived at any settlement with our enemy and, therefore, are under no obligation to him. We know only the needs of the National revolution and the need of the masses. This alone determines our policy and actions.

"Our new policy does not mean that our anti-British responsibility ends to-day. Our Strike Committee and other strike organizations still exist. On the one hand, the Committee and the organizations will look for work for workmen who have sacrificed their all for the Strike for fifteen months. On the other hand, the Committee and organizations continue the general and specific struggle against imperialist atrocities together with different classes. Therefore, we cannot say that the Canton and Hongkong strike is settled. In short, if the gunboat policy of the British is not changed, the massacres of May 30th and June 23rd not redressed, our mission is not completed and the anti-British imperialist movement does not come to an end. Our duty is:—

- To help with all our might the Northern Expedition to gain final victory and to secure victory for the people.
- To resist imperialists without and to eradicate counter-revolutionaries within in order to make strong the Kwangtung revolutionary base.
- To assist in the organization of the Provincial Government. To establish an honest and efficient government in order to make the Government's policy coincide with its actions. We must have the people's interests protected and their freedom secured.
- To support the opening of the Whampoa Port and the extension of the Yueh-Han Railway as well as the development of other industries so that Kwangtung will be delivered from the domination of Hongkong. Then we will consolidate our position of economic independence and have full freedom of development.
- On the one hand, we shall strengthen our own forces; and on the other, we shall co-operate with all classes of the country to fight the barbarous policy of imperialism and to secure the freedom and independence of China.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE)

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Paris	168 1/2
Brussels	174 1/2
Amsterdam	12 1/2
Berlin	20 3/4
Copenhagen	13 7/8
Vienna	24 3/8
Helsingfors	19 1/2
Lisbon	2 17/32

Buenos Aires	45 1/2
Shanghai	2/0 1/2
Yokohama	2/0
New York	4.65 3/10
Geneva	25 1/2
Milan	117 1/2
Stockholm	13 1/2
Oslo	22 1/4
Prague	12 1/2
Madrid	32 5/8
Rio	7
Bombay	1/5 15/16
Hongkong	2/0 1/2
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LOCAL IMPORTS.

FORTNIGHTLY REPORT OF CHAMBER OF COMMERCE.

The following extracts are taken from the fortnightly price current and market report published by the Hongkong General Chamber of Commerce:

COTTONS:—Nothing to report; market stagnant. Deliveries show a slight improvement. There has been a heavy drop in both sorts of raw material Mid. Amer. "Spot" being quoted at 7.17d. on 7th inst. and Eg. Sakel 15.70d.

COTTON YARN:—Another fortnight has elapsed without any business having taken place. The continued decline in the raw material has had an adverse effect on the market, dealers being reluctant to operate.

NOMINAL QUOTATIONS are as follows:—No. 10s. \$140/175. No. 12s. \$150/175. No. 16s. \$170/175. No. 20s. \$180/185. Arrivals 7,300 bales. Shipments Nil. Sales Nil. Bargains 12,500 bales. Unsold stock 12,000 bales.

WOOLLENS:—Quotations unchanged; only small sales reported. Dealers are waiting till October 10th before operating. They wish to see some movement of goods before making fresh purchases.

RAW COTTONS:—No business to report.

METALS:—Market dull, nothing doing.

FLOUR MARKET:—

QUOTATIONS:—American Patent \$4.35 per sack, American Straight \$3.55 per sack, American Cut off \$3.65 per sack, Shanghai Flour \$3.30 per sack, Australian No. 1, \$3.80 per sack, Canadian Cut off \$3.30 per sack, Canadian Straight \$3.10 per sack, Canadian Mixture \$3 per sack, Canadian 2nd Clear \$2.80 per sack nominal.

SUNDRIES (window glass):—Sales nil. Prospects of settlement of boycott producing a healthy undertone. Market firm. Replacement values higher on account of weak silver exchange.

SUGAR:—Market advancing.

SALTPETRE:—Heavy drop in Exchange is responsible for the entire stoppage of business stocks of No. 1 are 12,000 bags.

Local Exports.

In the fortnightly report of the Hongkong General Chamber of Commerce, the following remarks are taken from the section on exports:

Cantharides: market easy.

Cassia (Canton and Kwangsi): market strong.

Feathers (goose and duck): Firm, fair demand.

Matting: steady.

Antimony crude ore: Some demand.

Wolfram 65 W.O. 3: Good demand.

Rice (See-miu, Pakking, Tonkin): No supplies.

Tobacco (Nam Hung): quiet.

COSTLY "JOKE" IN LINER.

AN INTERRUPTED DINNER.

A third-class passenger in one of the big Atlantic liners which arrived at Southampton from New York recently paid dearly for what he described as a "joke."

The passenger, a young man, used the sleeping facilities in the class for which he had booked his passage, but in the evenings, wearing evening-dress and a monocle, entered the first-class dining-saloon and ordered dinner there.

He made the acquaintance of a woman first-class passenger and, on the third day of the trip, invited her to dinner at his table on the following evening.

By then, however, the "joke" had been discovered. In the dining-saloon on the next night the passenger was ordering "wine" for his guest when a steward brought what looked like a wireless message for him.

After reading the message he followed the steward to the purser's cabin.

The ruse of the message had been adopted so that the woman passenger should not be embarrassed.

The man was given the choice of paying the difference between the third-class and first-class passage, or being handed over to the police. He paid, his little adventure costing him about £40.

PEOPLE WHO NEVER TOUCH MONEY.

THOUGH THEY HAVE PLENTY.

London's penniless millionaires—those really wealthy people whose peculiar circumstances and mode of life relieve them from even putting their hands into their pockets for a coin—have rivals among a few foreign visitors in London.

English money is notoriously difficult for many foreigners to understand, and there are always a few visitors who succeed in spending as much as several weeks in the country without spending a penny. A Maharajah who has been in London for most of the summer confessed to his friends the other day that he had not had a single British coin in his pocket since he had been here.

Everything Done for Them.

Less illustrious visitors, however, succeed in seeing London and are able to shop and go to the theatre without using any British money. Sometimes they carry a few £1 notes in their pockets, but rarely break them.

Explaining their apparently magical holidays in London, an official of the Savoy Hotel pointed out that many Continental visitors, and sometimes American visitors, paid their usual hotel expenses in their own currency.

They have few or no expenses outside the hotel, he added. "Their own cars take them wherever they wish to go, and if they visit a theatre their seats are booked in the hotel. If they shop they pay by cheque, or their purchases are sent to the hotel and paid for on their behalf. They spend nothing—vividly."

TO-DAY Till SATURDAY

QUEEN'S

At 2.30, 5.10,
7.15 and 9.20

The Greatest Love Story Ever Told!

The most magnificent spectacle ever thrown upon a screen, transcending in its mammoth settings any other cinema production ever made.

MESSALINA

The Flaming Love Drama of the Roman Empress of a hundred romances, in whose veins were fused the scarlet stain of a vampire and the tenderness of a virgin.

Twelve gorgeous reels of Roman history showing not only the Forum, the Coliseum and the Circus Maximus in all their beauty, but also taking you into the intimate private lives of the rich and poor of the capital of the ancient world.

NO INCREASE IN PRICES.

HONGKONG STOCK EXCHANGE

CLOSING QUOTATIONS.

October 12th, 1926.	
Banking Bank	\$1,185 bid. & sa.
Do. London	213 bid.
Chartered Bank	231 bid.
Mercantile Bank, A. & B.	230 bid.
Do. C.	213 bid.
P. & O. Bank	234 bid.
East Asia Bank	234 bid.
Canton Insurance	\$625 bid.
China Underwriters	\$171 bid.
North China Insurance	\$145 bid.
Union Insurance	\$234 bid.
Yangtze Insurance	\$33 bid.
China Fire Insurance	\$200 bid.
Hongkong Fire Insurance	\$310 bid.
Donghai	\$29 bid.
H.K. U. & M. Steamships	\$29 bid.
Hongkong Tugs	\$3 bid.
Indo-China (Del.)	\$40 bid.
Do. (Del.)	\$42 bid.
Shell Transport	\$90 bid.
Star Lines	\$74 bid. & sa.
Waterboats	\$15 bid.
Cinema Sugars	\$23 bid.
Malayan Sugars	\$36 bid.
Benguet	\$14 bid.
Kailan Mining Ad.	\$40 bid.
Langkate (combined)	\$12 bid.
Do. (single)	\$13 bid.
Shanghai Exports	\$12 bid.
Ronghai Loans	\$12 bid.
Ban	\$4 bid.
Tromah Mines	\$80 bid.
Ural Caspian	\$8 bid.
H.K. & K. Wharves	\$127 bid.
H.K. & W. Docks	\$58 bid.
Hongkong	\$125 bid.
New Engineering	\$125 bid.
Shanghai Docks	\$125 bid.
H.K. & S. Hotels	\$108 bid.
Hongkong Lands	\$64 bid. & sa.
Hongkong Realty	\$7 bid.
H.K. Territorials	\$4 bid.
Hampshire Estates	\$15.80 bid.
Prince's Buildings	\$39 bid.
Rural Lands	\$1 bid.
Ewo Cottons	\$12.40 bid. & sa.
Oriental	\$12.35 bid.
Shanghai Cottons (old)	\$12.54 bid.
Do. (new)	\$12.57 bid.
China Buses	\$10 bid.
Hongkong Tramways	\$264 bid. & sa.
Peak Tram (old)	\$15 bid.
Do. (new)	\$15 bid.
Singapore Tractions	\$15 bid.
Taxis	\$2 bid.
Amusements	\$12 bid.
Canton Loan	\$14 bid.
Cementa (combined)	\$12 bid.
Do. (new)	\$2 bid.
China Lights (combined)	\$21 bid. & sa.
Do. (old)	\$14 bid.
Do. (new)	\$11 bid.
China Providents	\$6.10 bid.
Contractions	\$2 bid.
Dairy Farms	\$194 bid.
Der A. Wings	\$6 bid.
Hongkong Electric	\$67 bid.
Macao Electric	\$35 bid.
H.K. Ropes (combined)	\$28 bid.
Do. (old)	\$10 bid.
Do. (new)	\$5 bid.

(Continued at foot of next column.)

WORLD

WEDNESDAY
& THURSDAY

At 2.30, 5.15, 7.15 and 9.15

JOHN BARRYMORE

IN

SHERLOCK HOLMES.

STAR

TO-DAY
ONLY

Continuous 5.15 to 8.45

Special at 9.20 p.m.

ALICE LAKE

IN

THE LOST CHORD.

THE NAVY'S CHOICE

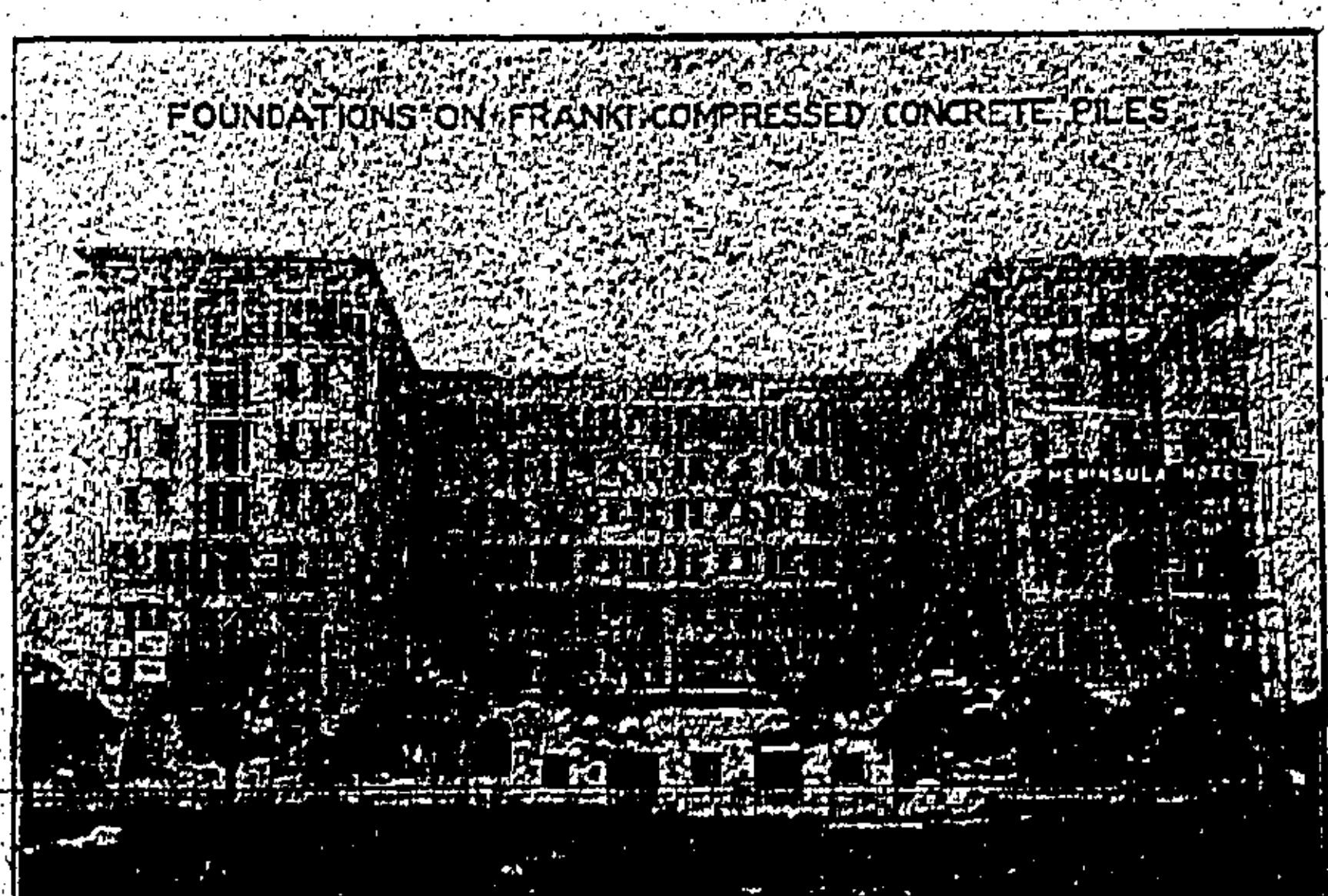
Coates

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

Lane Crawford	\$9 bid.
Mackintosh	\$19 bid.
Sincores	\$11 bid.
United Asbestos	\$20 bid.
Watsons (old)	\$14 bid.
Wm. Towells	\$6 bid.
Telephones	\$12.40 bid.
Do. (new)	\$12.40 bid.
Do. (old)	\$12.40 bid.
Do. (new)	\$12.40 bid.
Do. (old)	\$12.40 bid.

OVER HALF A CENTURY'S REPUTATION
DR. LE CLERC'S PILLS FOR
INDIGESTION, COLIC, DYSPEPSIA, BILIOUSNESS,
HEADACHE, CONSTIPATION, NERVOUSNESS,
PAIN IN THE STOMACH, OR FROM FEVER,
DR. LE CLERC'S PILLS FOR
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The problem of the foundations of HONGKONG and KOWLOON'S LARGEST HOTEL was solved by the adoption of the

FRANKI PILING SYSTEM.

Sole Licensees for China:

HONGKONG ENGINEERING & CONSTRUCTION Co., Ltd.

HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG.

Bath Robes

Soon be time to discard the thin Kimono for something a little warmer.

Our new Semi-Kimono Gown will meet your needs.

Made to our own design of fine Towelling in plain colours or striped effects.

The most "comfy" Bath Robe yet designed.

WE ALLOW 10% DISCOUNT FOR CASH.

MACKINTOSH & CO., LTD.
MEN'S WEAR SPECIALISTS,
Alexandra Building, Des Voeux Rd.



BATHROOM SLIPPERS
in a variety of styles.
From \$4.50 per pair.

NOW IN FULL SWING!

SINCERE'S GREAT REDUCTION SALE.

AN OPPORTUNITY FOR KEEN BUYERS.

EVERY LINE DRASTICALLY REDUCED.
EVERY ITEM NEW AND UP-TO-DATE.

Come At Once and Get the Pick of Our Stock.

DAIRY FARM NEWS.

CANADIAN POULTRY

Fresh stocks of new Season Birds just received
ex S.S. "EMPRESS OF ASIA."

CHICKENS - 3-3½ lbs. at 80 cts. per lb.
CAPONS - 4½-5 " 85 " "

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

WHITEAWAY'S

Waydella
FLANNEL
DOES NOT SHRINK
TO CLEAR

This would not have happened if they had been made of *Waydella* FLANNEL

2,000 Yards "WAYDELLA" FLANNEL,
of fine texture, smooth finish twill surface, will not irritate the skin. Exceptionally durable in wear. Good washing quality. Self Colours and Stripes. 31 inches wide.

Usual Price: \$2.25.

SPECIAL PRICE **\$1.50** Yard.
TO CLEAR

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

GARRISON SCHOOLS.

ANNUAL SWIMMING SPORTS.

MRS. LUARD PRESENTS PRIZES.

The Annual Swimming Sports of the Garrison Schools were held on Monday afternoon at the R.A.S.C. Cumber under the patronage of H.E. Major-General C. C. Luard, C.B., C.M.G., and proved to be very enjoyable to the kiddies.

The absence of Miss Doris Hunt, champion for many years, and one of two well-known sisters, who was unfortunately indisposed for the races, was keenly regretted. At the conclusion of the sports, Mrs. Luard distributed the prizes to the successful competitors.

The following is the list of prize-winners:

Junior Children's Handicap (6 to 8 years). One length:—1st, K. Ward, 2nd, F. Hoam; 3rd, J. Paton.

Long Plunge (Open). Two dives each:—1st, Miss I. Jacobs; 2nd, Miss A. Hosford; 3rd, Miss A. Jacobs.

Girls' Handicap (8 to 10 years). One length:—1st, Miss C. Hewett; 2nd, Miss M. Heam; 3rd, Miss D. Hosford.

Boys' Handicap (8 to 10 years). One length:—1st, K. Jacobs; 2nd, D. Wright.

Girls' 100 Yards Championship:—Miss I. Jacobs, 1min. 53.33secs.

Girls' 100 Yards Championship:—F. Anslow, 1min. 57.2secs.

Girls' Handicap (10 to 12 years). Two lengths:—1st, Miss J. Paton; 2nd, Miss D. Booket.

Boys' Handicap (10 to 12 years). Two lengths:—1st, H. Holmes; 2nd, M. Chandler.

Team Race (Girls v. Boys):—Boys' team.

High Dive (Girls). Two dives each:—1st, Miss C. Hewett; 2nd, Miss C. Bowers; 3rd, Miss I. Jacobs.

Night Light Race (Boys):—1st, F. Anslow; 2nd, R. Wood; 3rd, F. George.

Girls' Handicap (over 12 years). Three lengths:—1st, Miss I. Jacobs; 2nd, Miss A. Jacobs; 3rd, Miss G. Allen.

Boys' Handicap (over 12 years). Three lengths:—1st, F. Anslow; 2nd, T. Hawkins.

Ballon Race (Girls):—1st, Miss C. Hewett; 2nd, Miss I. Jacobs; 3rd, Miss A. Hosford.

High Dive (Boys). Two dives each:—1st, T. Hawkins; 2nd, R. Wood; 3rd, H. Holmes.

Old Scholars' Handicap. Three lengths:—1st, N. Thom; 2nd, L. Oram.

Girl Champion v. Boy Champion, 100 yards:—Boy Champion, F. Anslow, 1min. 45.4secs.

Police Aquatic Sports.

The annual aquatic sports of the Hongkong Police Force will be held at the Victoria Recreation Club next Saturday night.

ROYAL HONGKONG GOLF CLUB.

RESULTS OF HOLIDAY COMPETITIONS.

The holiday competitions at Fanling did not attract very many entries, but some good scores were returned.

The results in the competitions follow:

Medal Round.

H. U. Ireland.....65-5-50
Lt. Col. E. D. Matthews.....92-9-63
(12 entries).

Bogey Competition.

N. K. Little.....2 down
A. B. Purves.....3 down
F. A. Redmond.....3 down
(29 entries).

Mixed Foursomes.

Cancelled, insufficient entries.

Interport Result.

With regard to the Interport Golf match replay at Shanghai, the Secretary of the Royal Hongkong Golf Club informs us that Reuter's report of the match was wrong. His advice in the foursomes was:

Pendered and Morris beat Stewart and Malcolm, 5 and 4.

This makes the result agree replay, Shanghai 5 points; Hongkong 4 points.

No news has been received as to the date the Hongkong interport golf team are leaving Shanghai, but they are expected to return to the Colony this week.

INTERPORT SOCCER AND BASEBALL.

BETWEEN HONGKONG, MANILA AND SHANGHAI.

Plans are on foot for interport matches in soccer, football and baseball between Manila, Shanghai and Hongkong. It only requires the approval of the athletic officials of Manila to materialize the plans, according to Mariano Sangle, who arrived in Manila by the R.M.S. *Empress of Asia* last week.

While in Hongkong, Sangle was informed that this plan had been discussed for some time in several athletic circles and it not only won the approval of prominent sportsmen, but that the South China Athletic Association sanctioned the plan and promised to support any means taken to promote this end. Sangle was urged to approach P.A.A.F. Officials and interest them in this movement. However, should the local amateur athletic federation turn down this plan as impracticable, Sangle will attempt to have local sportsmen finance the project, inasmuch as Hongkong and Shanghai officials are willing to put up sufficient guarantee.

An invasion of a baseball team will do much to boost baseball in Shanghai and Hongkong, says a Manila writer, while local soccer players will be given a splendid chance to improve their game by witnessing the crack Chinese footballers in action.

BOXING.

EWING AND CARLIDGE TO MEET.

THE VETERAN'S LAST FIGHT.

[BY CADWYDD.]

At the first tournament of the Hongkong Boxing Association, which takes place at the Theatre Royal on November 6th, the principal event will be a fifteen round contest for the welterweight championship of the Colony between A.B. Ewing, of H.M.S. *Hermes*, and C.P.O. Jim Carlidge.

The men have met once before in a similar contest, and Ewing won on points. Carlidge is out to reverse the decision. Whatever the outcome of the fight, it will certainly prove interesting.

This will be the last occasion on which "Jim" will be seen in the ring here. Four days after the fight on November 10th, he leaves for home on H.M.S. *Dartmouth*.

I also learn that Stoker Morris and A. B. Baker are still with the *Hermes*. It will, I think be difficult to find a man to meet Morris. It would be interesting to see Baker again matched with Emmerston of H.M.S. *Marazion*. Baker defeated him on the first occasion, but on the two other occasions the result was a draw.

A. B. Gardner, the clever featherweight, who defeated Drummer Bowles here, has not returned with the *Hermes*. He has been transferred to the Australian Navy.

The Hongkong Boxing Association will have a dearth of boxers for the tournament.

INTERPORT CRICKET.

A match between an Interport XI and the Rest was to be played at Shanghai on October 9th.

The Interport XI was as follows:—Captain E. I. M. Barrett (captain), H. W. Allison, E. G. Barnes, W. Mansel-Smith, Dr. W. E. O'Hara, D. W. Leach, M. J. Divecha, J. A. Isaacs, P. Madar, L. F. Stokes, L. Goldman.

Reserve:—E. G. Norman.

"The Rest" comprised:—Dr. E. H. Morris (captain), O. Moor, H. Rogers, G. S. Dunkley, A. L. Piper, E. R. Duckitt, J. T. Hegarty, P. Carr, E. A. Lingard, H. W. Brady, A. C. Sinclair.

Reserves:—A. Lingard, H. W. Brady, H. Baring, C. Knight.

H.M.S. "HERMES" RETURNS.

TAKES UP HER OLD ANCHORAGE.

H.M.S. *Hermes*, the naval airplane carrier, after an absence of some months, returned to Hongkong early on Monday evening. She has taken up her former anchorage off Wanchai, and looks a familiar sight with her lop-sided construction, her funnel and superstructure being on the port side. She is the first vessel designed by the Admiralty as an aircraft-carrier, and was ordered to return here in connection with the present unsettled condition of the China situation. The *Hermes* was detached from the Aegean Sea Fleet, and on the way to Hongkong called at Malta for fuel and supplies, etc.

The *Hermes* is now under the Command of Captain R. Elliot, C.B.E., R.N., her Air Force complement being under Wing Commander R. Leckie, D.S.O., D.S.C., D.F.C. The ship carries 20 bombing and fighting machines, which are stored on the lower deck when not in use, and are hoisted to the landing deck by means of an electric crane. The *Hermes* is a vessel of 16,880 tons and 14,000 h.p. She is armed with seven 5.5 in. guns, one 4.4 in. anti-aircraft gun and a number of smaller calibre guns.

SUCCESSFUL BAZAAR.

\$4,000 RAISED FOR PRECIOUS BLOOD CONVENT FUNDS.

The bazaar of the Precious Blood Convent opened by Lady C. Clementi on Friday closed on Sunday night.

The gross receipts amount to about \$4,000.

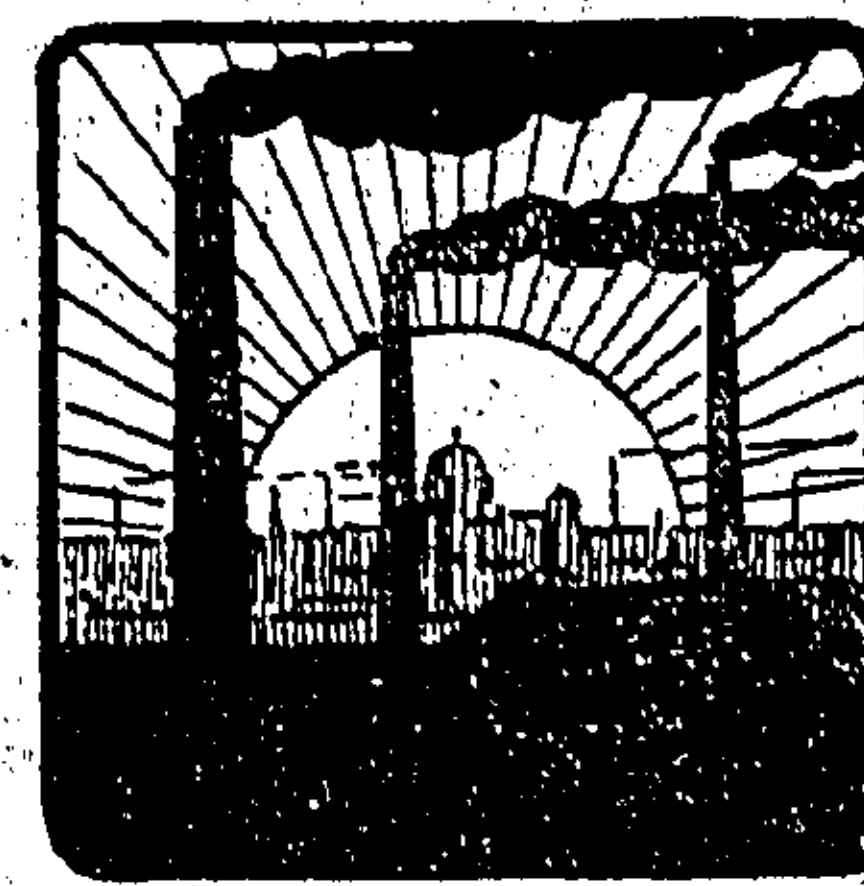
The winning numbers of the American raffle in connection with the Bazaar are:

1st 570; 2nd 74; 3rd 1181; 4th 1217; 5th 927; 6th 1753; 7th 420; 8th 237; 9th 52; 10th 95; 11th 1151; 12th 731; 13th 1196; 14th 394; 15th 1092; 16th 15; 17th 301; 18th 1053; 19th 181; 20th 1778; 21st 1191; 22nd 1380; 23rd 491; 24th 1833; 25th 114; 26th 271; 27th 1249; 28th 605; 29th 1558; 30th 1160.

Further donors towards the Bazaar are:—The Wing On Co.—27 doz. fancy goods; the Sun Co.—1 scooter; Don-nanght Aerated Water Co.—10 doz. aerated waters.

KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS.

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENSIN.

DODWELL & CO., LTD., Agents, Hongkong.

HOMESICKNESS AND SHIPS.

A DISEASE FROM WHICH WE ALL SUFFER.

IN HONGKONG AND IN SHANGHAI.

Homesickness is a disease which visits the strongest of us out here at one time or another, says S.G.H. in the *N.C. Daily News*. With some it comes rarely, poignant enough while it lasts but soon over and promptly forgotten. With others it amounts to a persistent yearning for the Homeland and all that it means. For the very young arrival, and the "not-just-young-enough" arrival, it has its dangers, lack of interest in the day's work, general despondency and in some instances drink. In the great majority of cases, however, it can be overcome by a stiff upper lip and a determination to enter into all the social and general amusements which the country of exile has to offer. True the remedy may mean the spending of much money, but it is worth it in the long run. In Hongkong they have a saying which embodies the wisdom of experience, namely, that the young man's career in the East consists of one year running into debt, two years getting out of debt and the rest of his time in saving and success. To the new arrival confidently looking forward to going home at the end of his first three years this may not sound inspiring, but it is a mill which most of us go through, and like our fog days at school, is good for us in the long run.

A Psychological Effect.

The writer was inspired to these reflections, such as they are, by the deep drone of a departing steamer's siren as she steamed down the Huangpu for Home. That particular sound aroused in him a quite transient attack of homesickness. At the same time, it led to another train of thought, and mental comparisons between Hongkong and Shanghai. Hongkong, despite its superior attractions of scenery, sea, trees and hills, is undoubtedly far less popular among foreigners, especially young foreigners, than Shanghai. There are a number of reasons for this, the chief of which, said thoughtfully may sound, is that life in this port is gay and faster than life in Hongkong. But there is also a psychological reason which influences many people without their realising its existence. The writer spent two years in Hongkong previous to his three in Shanghai. In Hongkong homesickness was a frequent visitation; in Shanghai it comes very rarely indeed. Seeking beneath the surface for a reason, it occurred to him that the answer lies in the ships. A large proportion of Hongkong's foreign population crosses the harbour daily. On all sides are ships, big ships and little ships,—ships arriving from strange ports in the South America, tiny high stacked coasters which ply the China seas, disreputable tramps of all nationalities, smug private steam yachts, worst of all, sleek liners running to and from Home. All are going somewhere,—and there is the rub. To the man who possesses the least shred of imagination the reaction which all these comings and goings set up is one of restlessness. There comes an almost irresistible yearning to go somewhere, anywhere,—a desire to feel a ship's deck swinging gently under one's feet, to watch the waters churned up by a propeller combing 'way behind, and to feast the eyes on tiny palm dotted islands nestling in blue water.

In Shanghai we keep the ships in their place. We live a city life more than a port life, and the ships are not allowed to intrude on our imagination to the same extent as in the Southern colony. Our pleasures are town pleasures, our daily life a round of tram-cars and buses, as against Hongkong's ferries and motor-boats. Excepting for those people whose duties bring them in active touch with the ships, we hardly realize that steamers exist. One day progressive authorities may make it a punishable offence for steamers to sound their sirens within hearing of the city. Then perhaps we shall have the perfect home from home. But then, again,—perhaps not.

A Chinese was fined \$250, or three months' hard labour, by Mr. E. W. Hamilton at the Central Magistracy yesterday for having several tons of coal aboard a junk at Shaukiwan in regard to which he was unable to give a satisfactory explanation.

MONGKOK TRAGEDY.

HOUSES IN COURSE OF CONSTRUCTION COLLAPSE.

WORKMEN BURIED IN DEBRIS.

Owing to the collapse of some houses at Mongkok yesterday, it is feared that at least three or four Chinese workmen have lost their lives.

The houses are situated at the junction of Argyle Street and Reclamation Street and have for sometime been in the course of construction and are now nearly completed. The fronts of all three houses collapsed suddenly, and three or four persons who were working there at the time were buried underneath the fall.

The Kowloon Fire Brigade were rushed to the scene, and extrication work was immediately begun. The body of a coolie woman was recovered and sent to the Kowloon Mortuary. On enquiry last night it was stated that the bodies of the others had not been recovered.

TRAFFIC CASES.

EUROPEAN TO CHARGE TAXI-DRIVER.

MORE NEGLIGENT DRIVERS.

The dangerous practice of carrying protruding beams from motor lorries was referred to in the traffic summonses heard by Major C. Willson at the Central Magistracy yesterday.

Fines ranging up to \$12 were imposed on the offenders, among whom were a number of car drivers caught driving in a dangerous or negligent manner.

The offence of a driver in disregarding a signal to stop and scattering a squad of police near the Queen's Theatre was considered to be more serious than the others and this was met with a fine of \$20.

A taxicab driver, charged with using abusive language to his fare, Mr. T. F. O'Sullivan, denied the offence, but admitted that he failed to complete the journey.

Traffic Sergt. Hopkins said that the complainant was absent, as he thought the case would be heard next week.

A suggestion from the defendant that the passenger failed to understand him was turned down by Sub-Inspector Alexander, and his Worship adjourned the summons for one week to hear evidence.

THE WEATHER.

YESTERDAY'S REPORTS.

A warning by the Observatory, issued yesterday morning, gave the position of a depression or typhoon of unknown intensity within 120 miles of Lat. 17deg. N., Long. 122deg. E., moving W.

Meteorological indications were:—Pressure is highest over Central China. It has decreased slightly over Japan, E. China, Formosa, the Philippines and S. Indo-China, and increased slightly over the Loochoos. It is nearly stationary at Hongkong.

Rainfall for the 24 hours ending at 10 a.m. yesterday, 0.23 inch. Total to date \$4.14 against an average of 78.65 inches.

Typhoon Warning.

The telegram, quoted below, was received at the local American Consulate-General from Manila Observatory:—
Manila, Oct. 11th, 7.30 p.m.—Cyclone or typhoon over N. China Sea, moving S.W. Another typhoon in about 19deg. Long. E., 19deg. Lat. N., almost stationary.

Weather Report.

Last night's weather report, forecast and remarks, issued at 5 o'clock from the Royal Observatory, stated:—

The anti-cyclone over China has strengthened. At 3 p.m. this afternoon the typhoon was in about Lat. 17deg. N., Long. 122deg. E., moving West.

Local forecast: N.E. winds, strong to fresh, overcast at first, improving later.

A Russian youth appeared yesterday before Mr. J. H. B. Nichol at the Kowloon Magistracy charged with being a stowaway on board the *President McKinley* from Shanghai. The Court made an order for defendant to be detained until the ship returns from Manila when defendant will be sent to Shanghai.

SITUATION IN CANTON.

ABOUT 100 CHINESE EMPLOYEES RETURN TO SHAMEEN.

MERCHANTS STILL WAITING UPON EVENTS.

We give in another column the official reports of the demonstration held at the Eastern Parade Ground, Canton, on October 10th.

They do not add anything material to the information already published in the *Daily Press*. It is obvious from the declarations made by the Kuomintang and the Strike Committee that the so-called "struggle against Imperialism" is to be continued but no definite information is vouchsafed regarding how this nation-wide struggle is to be carried on in future. And, of course, this is the crux of the whole problem.

The pickets have been removed. That is unquestionably an improvement, but apart from this one fact it must be admitted that the demonstration "to end the boycott" has been something of a disappointment, and our latest advices from Canton are by no means reassuring.

The following letter from a Shameen correspondent may be regarded as the most optimistic of various reports to hand.

Writing on Monday our correspondent says:

From what I can gather the demonstration yesterday was a fairly tame affair. Beyond letting off multitudes of firecrackers and shouting out the now familiar slogans everything went off quietly. The crowds would have been larger had it not rained. Matchboxes which had been erected on the Eastern Parade Ground were blown down by a semi-gale on Saturday and Sunday.

To-day is also very wet and very few Chinese have shown themselves. Everything is very peaceful on Shameen—no excitement at all. About a hundred Chinese clerks and servants have come back but the merchants show no great enthusiasm and say they will wait a few days more before making any definite move.

The declaration made by the Kuomintang Central Executive which possibly you have seen (it is published in to-day's paper) was, I understand, written by Mr. Wei Yuk who is believed to be the No. 2 in the Ministry of Foreign Affairs.

The declaration of the Canton Strike Committee does not make nice reading, especially the latter part of it. I understand that the head of the Strikers' Union was very virulent in his speech yesterday. It may all be "blow hard" to "save face" but the next week, I should think, show whether the boycott is going to continue.

The *Sai On* is expected to-morrow (Tuesday) and I hear that the Cantonese expect her to go to the wharf. At any rate the wharf, which has been occupied as a strikers' examination place and is next to the Hongkong, Canton & Macao Steamboat Co.'s wharf, has been vacated so that the steamer may go alongside. It is rumoured that the crews of the *Nai On* and *Tung On* have expressed a willingness to return to Hongkong to take up their jobs again and that they are going by the *Fatshan* to-morrow. As far as I gather there has been no demand for back pay. On the contrary the men are said to be very glad at the prospect of getting back to their work once more. I also hear that some of the coolies have gone back to the Butterfield & Swire wharves.

THE SURTAXES.

ANTI-RED CAMPAIGN IN KWANGTUNG.

ADVANCE AGAINST SWATOW PREDICTED.

[FROM OUR CHINESE CORRESPONDENT.]

Some Chinese merchants are anxious regarding future trade as the result of the imposition of the Canton surtaxes. They do not object particularly to the taxes but if pickets and "Reds" are to be employed to inspect goods in order to see whether the money has been paid they think that there will be great delay and that the so-called "capitalists" will suffer.

The Kuomintang, however, is entrusting the levying of the new taxes to officials who should know their business—Mr. T. V. Soong, Kuomintang Minister of Finance, a Harvard University graduate, and Dr. Lin Tze Fung, a physician at first and subsequently a lawyer, a man trained in one of the best known colleges in England. With Mr. Eugene Chen, acting Kuomintang Minister of Foreign Affairs, Mr. Soong and Dr. Lin supervising the collection of the new taxes, the organisation ought quickly to be developed on businesslike lines. Dr. Lin Tze Fung, as Director-General of Revenue for the Kuomintang, will be directly responsible for the collection of the new taxes.

The "anti-Red" campaign against the Kuomintang in Kwangtung, directed from the Fukien section, commenced on October 8th. The "anti-Reds" claim the capture of Mu-chi-chien, a place within the Yaoping District, and they are predicting a successful advance towards Swatow. The "anti-Reds" repudiate the report that General Li Feng Hsiang, a Fukien commander, has turned "Red." The Kwangtung Branch of the "anti-Red" Association announced its formal organisation on October 8th and the election of General Ngai Bong Ping as the head of the movement. General Ngai has accepted the appointment. The headquarters of the Association are at Shanghai.

The Diplomatic Association of Canton, a Kuomintang subsidiary organisation, has passed a resolution on October 10th supporting the anti-imperialist boycott movement throughout China.

POSITION IN SWATOW.

INTIMIDATION INCREASING.

STRIKE COMMITTEE THREATEN VIOLENCE.

Our Correspondent in Swatow wired yesterday:

"All pickets left for Canton by the *Taiwa Maru* this morning. The situation is unchanged. The Strike Committee's intimidation is increasing and the Committee is threatening violence towards strike and boycott breakers."

As will have been noticed the messages from Swatow indicate that the position appears to grow a little worse each day. On Sunday, October 10th, our correspondent wired that the Strike Committee refused to terminate the strike and boycott the following day. On Monday his message was that the situation showed absolutely no improvement and that the Strike Committee were urging a continuance of the boycott and were intimidating merchants. Now we have the news that the Strike Committee have increased their intimidation and are threatening violence.

The question to be answered in Swatow, as in Canton, is whether the Strike Committee, without the help of the pickets, can carry threats of violence into effect.

CYCLING THROUGH THE BATTLE AREA.

ADVENTUROUS JOURNEY OF TWO PARSEES.

ARRIVAL AT CANTON.

[FROM A CORRESPONDENT.]

Two Parsee cyclists have just arrived at Canton from Shanghai, overland.

They travelled through the war zone via Nanchang and saw the Southern troops passing in hot haste. They were asked to show their passports and had to reply to many questions, but, apparently the military officers were satisfied for they were allowed to continue their journey without further let or hindrance.

They came along the railway track from Shikwan and arrived here safe and well on Saturday.

These men started three years ago from Bombay and have almost encircled the globe. They are now on their way home via Hanoi, Indo-China, Siam and Burma. They are two modest, weather-beaten young men. A companion is sick at Shanghai but he is expected to join them again in a few days' time.

CHINESE CHAMBER OF COMMERCE.

POLICE SEARCHES ON THE WHARVES.

THE PROTECTION OF SHIPPING.

The general committee of the Hongkong Chinese General Chamber of Commerce met at the offices of the Chamber, Connaught Road, yesterday afternoon. Mr. Li Yau Tsun, chairman of the Chamber, presided and was supported by Mr. J. M. Wong, vice-chairman, and Mr. Ip Lan Chuan, general secretary.

The question of the better supervision of the searching of luggage and other packages by the police on outgoing and incoming steamers again came up for discussion. The problem before the Chamber was how to advise the Police Authorities on this matter, as it could not recommend the abolition of the practice, and it was considered impractical to ask for higher officials to direct the searches in all cases.

After some discussion, the matter was referred back to the Hotel Guild, which made the complaint with the suggestion that possibly a joint private meeting of representatives of the Guild and the Chamber might be held.

The Chinese General Chamber of Commerce, after having consulted the principal shipping interests among the Chinese, decided to advise the restoration of the armed convoy system for the protection of shipping by the Hongkong Government. Some time ago the Colonial Secretary's Office asked the Chamber for advice on this subject. Before the removal of the picket nuisance, however, there was not much Hongkong shipping to inland waters. Beginning yesterday, however, former services were being restored.

The secretary read a number of communications addressed to the Chamber, including one from the family of the late Mr. Ho Fook, thanking the Chamber for its sympathy in the family's recent bereavement, and one from the Chinese Society in Cuba advising against further Chinese emigration to that country.

JUNK SURVIVORS.

CAST ASHORE FROM WEECK.

SEVERAL DROWNED.

After two days of fruitless effort, owing to dangerous seas, a police launch yesterday morning rescued thirty-three Chinese who were cast ashore on Pu Toi Island late on Friday night after a junk had been wrecked nearby.

Although Hongkong scarcely felt the typhoon, the weather outside was rough, and the junk, which had on board a crew of nine and thirty-five passengers, was wrecked in a sudden squall.

Eleven were drowned, four of the crew, and seven passengers, but the remainder were washed ashore, where their wants were attended to by a grocer in the village. He, apparently, found them lying in a state of exhaustion on the shore at the back of the island.

Pu Toi Island is very near to Stanley and a message was sent to the Police Station there reporting the rescue.

The new police launch, No. 4, endeavoured on Sunday and Monday to take them off, but could not get inshore without running serious risks. The launch stayed in Deep Water Bay on Monday night and early yesterday, when the weather had improved, took the survivors on board. They all spoke the Hoklo dialect.

SMUGGLING GOODS TO HONGKONG.

SEQUEL TO FIRING BY PICKETS BY NIGHT.

FROM SOLDIER TO FARMER.

MAN WHO COULD NOT MAKE A LIVING AT SOLDIERING.

The case in which the crew of a boat— which they were loading in the dead of night at San Heung Po, Po Op District, with vegetables for the Hongkong market—were suddenly surprised by pickets, who fired on them and seized the boat and its cargo, which they despatched to Hongkong, because the vegetables would fetch a higher price here than if auctioned by them, progressed a stage further before Major C. Willson at the Central Magistracy yesterday afternoon.

It will be recalled, as reported last week, that, when the original owners of the boat arrived in Hongkong they were just in time to inform the police of the seizure, and the latter opportunely turned up at the Fraya and took charge of the boat, and its cargo, which was being unloaded for the market, close by.

As a result, two Chinese, alleged to have been in the company of the pickets at the time of the seizure, and further who brought the boat with its cargo to Hongkong, were arrested.

They are now charged with having in their possession, in the waters of the Colony, certain vegetables worth \$488, the property of two Chinese. It is alleged the goods were stolen on or about September 25th.

Gave Up Soldiering for Farming.

One of the complainants, who gave evidence at the last hearing, was yesterday cross-examined at length by Mr. McCallum. During the questioning, which was of much interest, he admitted that he was formerly a soldier, and added that he was a proper soldier, but gave it up and turned to farming, as he could not make a living at soldiering. Witness did not answer a question as to whether he could not make a living by soldiering.

Witness said he had lived in the village all his life. One of the defendants had also spent his life in the same village, but the other man was born in Hongkong. Mr. McCallum: What occupation did the first defendant follow?

Witness: He was formerly a farmer but latter kept company with the pickets.

Man of Little Consequences.

You are a man of extraordinary little consequence in your village, aren't you?—I am a farmer in a small way.

During the whole of the time the strike, and boycott has been in operation has your village suffered at all?—No.

Have there ever been any pickets in your village at all?—No.

And throughout the strike you have been sending your produce to Hongkong because it offers the best market open to you?—Yes.

And the surplus over and above what is necessary for the village all comes to Hongkong?—Yes.

It has been your habit to sell produce to farmers who have formed themselves into a group to bring it down to Hongkong?—Yes.

Who is Commander Wong Lok?—He is in the country now.

Is there a magistrate called Luk Kwok Hang?—Yes.

And are you a soldier under Wong Lok?—I am not a soldier now. I gave it up during the fifth moon this year and returned to the village to do farming again.

A Proper Soldier.

You have made nothing but a nuisance of yourself ever since?—You can investigate. I was a soldier and a proper soldier too.

Why did you give up soldiering?—Because I couldn't make a living for my family.

Not even by soldiering?—Witness did not reply to this question.

Have you been going round the village and demanding money?—No.

Now if there has never been any trouble with the pickets why should you load your boat at night?—Because if you load in daylight the pickets would take the cargo.

Do you say that all the farmers in your district loaded boats at night to overcome the pickets?—It all depends on circumstances.

Have the pickets ever attacked the village and taken the cargoes?—I have never heard of such a case.

Trouble Over Ancestral Funds.

The second complainant also gave evidence being out that of the previous witness. Relating the later detail of the case he said he came to Hongkong and while walking on the praya saw the first witness on a boat and had him arrested.

Cross examined by Mr. McCallum, witness denied that he had had trouble with the second defendant over ancestral funds. He denied a suggestion that he knew the defendants loaded a cargo in the village and that it was brought down safely to Hongkong while his was lost, and that he claimed the one in Hongkong as his own.

The case was adjourned.

MAPPIN AND WEBB'S TEA

AND

COFFEE SETS



COALPORT AND WORCESTER CHINA



AGENTS:

LANE, CRAWFORD, LTD. HONGKONG.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness. VETARZO REGULATORS. Safe and Reliable. English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for less profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp, sold by LEADING DRUG CHAIN.

THE PIRATES OF PENZANCE

RECORDS, VOCAL SCORE, LIBRETTO,

ANDERSON'S

"KELLY'S KIDDIES"

For this coming Christmas Season.

A charming new series of special Christmas Greeting Cards of our own exclusive design consisting of 12 delightful water-colour studies of Chinese Children by Mrs. W. A. Dunn, reproduced in original colours, with a two-colour embossed design of a *Chien Lung* snuff-bottle on the cover and Christmas Greetings in English and Chinese, making altogether an ideal vehicle for the conveyance of Christmas Greetings to the Homelands.

35 Cents each ... including
\$3.50 Per dozen ... Envelopes
\$4.50 Per dozen with Name printed

KELLY & WALSH, LTD. DESIGNERS, ETC. CHATEL ROAD.

NEW ADVERTISEMENTS.

LOST on SATURDAY, 9th INST., between THE EYAN and THE LOWER TRAM STATION, One DIAMOND set in Platinum broken from Ring. Reward Offered. Will finder please return to Mrs. W. T. SOUTHERN, THE EYAN, 3, The Peak. [4061]

NOTICE.

MEMBERS of the "BIBLIOTHEQUE FRANÇAISE" are reminded that FRENCH LESSONS at the FANCHO COURSE will take place every fortnight THURSDAYS at 5 P.M. Commencing with THURSDAY, the 14th of OCTOBER. [4062]

L. H. SALZANI,
Secretary.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commission of His Majesty's Treasury, London, up to and for the sum of £4000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock A.M. on the 13th OCTOBER, 1926.

The Tenders to state the Total Amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in Duplicate and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III. Cap. 45 and 41, George III. Cap. 53, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

H. G. RILEY, Lieut.-Colonel,
Treasury Chest Officer, R.A.F.O.
Hongkong, 12th October, 1926. [4060]

REQUIRED.—ARCHITECTURAL ASSISTANT EUROPEAN. Must be Experienced and Competent. State Experience and Salary to Box No. 4057, c/o Hongkong Daily Press. [4057]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on FRIDAY, the 16th OCTOBER, 1926, at 5.30 P.M. AND

NOTICE IS HEREBY GIVEN that on FRIDAY, the 15th DAY OF OCTOBER, 1926, immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION OF ONE HUNDRED (100) DEBENTURES will be held.

The Numbers of the Debentures Drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the Treasurer, within the 6 Months Notice to which they are entitled, apply on the 31st OCTOBER, 1926, to THE TREASURER, Messrs. PRATT SMITH, STERN & FRANKING, for Payment of the Principal and Interest to the 31st OCTOBER, 1926.

By Order of the Committee,
J. D. HUMPHREYS,
Hon. Secretary. [4050]

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF SIR CATCHICK PAUL CHATER, KNIGHT, C.M.G., deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made an Order Limiting the Time for Sending in Claims to or Against the above Estate to the 25th DAY OF OCTOBER, 1926. Creditors and Claimants are hereby Required to Send their Claims to the Underigned by the above Date.

Dated this 1st day of October, 1926.
DEACONS,
Solicitors for the Executor,
1, Des Vaux Road Central,
Hongkong. [4051]

NOTICE.

A. S. WATSON & CO., LIMITED.

The Undermentioned 9 Certificates for 384 Shares in this Company, standing in the Name of LEUNG HING CHENG, Have Been LOST, and if at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, other Certificates for the said Shares will be issued by the Company and thereafter No Other will be Acknowledged.

Certificate for 100 Shares Nos.	38314/38413
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UNCERTAIN OUTLOOK IN SZECHUAN.

CHUNGKING NOW QUIETER AND OFFICIALS
PROMISE PROTECTION.

DEMONSTRATIONS AT HANKOW BUT NO DISTURBANCE.

An official message from Hankow, dated October 11th, says:—
There were large processions yesterday (Sunday), but these were diverted by Chinese troops and were prevented entering concession without difficulty. There was no disturbance of any kind.

Wuchang is now in the hands of the Southerners' Army. Many disarmed Northern troops landed at Hankow to-day (Monday).

There have been a few cases of desultory firing at passing ships at Shasi and Hwangchow.

All is quiet at Kiukiang.

Chungking is quieter; supplies have been obtainable last two days and local officials have promised to afford protection, but the outlook in Szechuan is at present uncertain.

The *Cockchafer*, *Wantung* and *Wanhsien* have arrived at Hankow.

THE FALL OF WUCHANG.

MESSAGE FROM GENERAL
TANG SHENG CHI.CAPTURED ON "THE APPOINTED
DAY."

The Canton Information Bureau has issued the following communiqué, dated October 12th:—

"The Nationalist Government has received a telegram from General Tang Sheng Chi at Hankow confirming the capture of Wuchang by troops of the Fourth and Eighth Nationalist Armies at three-thirty in the morning of October 10th.

"A Council of War had decided that the historic city should be captured at all costs on the anniversary of the Revolution, that great transaction having started at Wuchang on October 10th, 1911."

This message would seem to dispose of the previous suggestion that Wuchang had capitulated owing to General Tang Sheng Chi having arranged a compromise with Marshal Sun Chuan Fang.

"The belief was that General Tang, being dissatisfied with his position in the Southern Army, had, in effect, gone over to the North. Provided that the news issued by the Canton Information Bureau is accurate there was no ground for such a rumour."

Peace Negotiations.

KIUKIANG, October 4th.
It is reported that to restore peace in Hupeh, negotiations between Marshal Sun Chuan Fang and General Tang Sheng Chi are now being conducted at Hankow through the good offices of leading Chinese merchants in the Wu-Han district as well as from Kiangsu and Chekiang Provinces.—*Toho*.

The Fall of Tehan.

KIUKIANG, October 4th.
The allied troops, which retreated from Tehan, are now at the foot of Luhan under the command of General Chou Hung Chi. The number of Southern troops in that region is estimated at more than 5,000 men, and they are under the command of General Hu Tsung To. After the fall of Tehan, both railway lines and telegraph wires were cut. War supplies for the Allies are now being transported to Nanchang by way of Lake Poyang.

General Chen Tiao Yuan's troops, which took possession of Hsiangkou, have been ordered to proceed to Tehan.

How the Southerners Got There.

KIUKIANG, October 4th.
The immediate cause of the fall of Tehan is that the allied forces in the region of Kaoan (or Juichow), devoted themselves exclusively to that region and as a result the defence of Tehan was slight.

Although Tehan has fallen into the hands of the Southern troops, it will be very difficult for them to close in upon Kiukiang, for Marshal Sun Chuan Fang has dispatched the Anhui troops stationed in the region of Wuhsueh as well as General Chou Hung Chi's troops to the region between Tehan and Kiukiang, where they are now preparing to resist the Southern troops. As General Li Hsiang Ting is going to attack the Southern troops at Tehan from both flanks, acting in concert with the allied forces stationed in Kiukiang district, the forthcoming movement of the allied troops is regarded as of great importance.—*Toho*.

More Steamers Fired On.

HANKOW, October 4th.
The N.K.K. str. *Juiyang Maru*, which arrived here yesterday, as well as the British str. *Tatungshao* were fired upon by Chinese troops in the neighbourhood of Hwangchow.

In view of the danger to navigation in this part of the River, the consuls-general of the various foreign Powers are filing protests with both the Southern and the Allied troops every time such an incident occurs.—*Toho*.

The Position at Tayeh.

KIUKIANG, October 5th.
With the evacuation of the Allied troops from Tayeh, which took place yesterday, the Southern troops again reappeared in the town from which they were driven out only a few days before. The Anhui troops, under the command of General Chen Tiao Yuan, are now being stationed near Tayeh, and naturally the possible movement of this Allied contingent is being watched with interest.—*Toho*.

Apology for Shooting.

KIUKIANG, October 5th.
According to a Hank telegram, dated October 5th, reaching here, Mr. Chen, the local Commissioner for Foreign Affairs, immediately on receipt of a protest from Consul-General Takao, of Japan, concerning the firing by the Southern Army on the two N.K.K. str. *Fengyang Maru* and the *Juiyang Maru*, called on the Japanese Consul-General on Tuesday and apologized for the incidents.—*Toho*.

Tensions in Kiukiang.

KIUKIANG, October 5th.
So far no radical change in the situation has been reported, but the atmosphere of the town is tense, martial law having been proclaimed and an important military conference is in session at the military headquarters. General Chou Feng Chi, who returned from the front only recently, is also attending the conference.—*Toho*.

Allied Troops for Kiukiang.

KIUKIANG, October 7th.
Out of the 13th Brigade under the command of General Feng Shao Ming, which are now stationed at Hsiangkou, about 2,000 soldiers arrived at Kiukiang, the opposite side of Hsiangkou yesterday, and proceeded to Kiukiang this afternoon by the China Merchants' Steam Navigation Company's steamers.—*Toho*.

KUOMINCHUN ARMY IN KANSU.

VICTORIOUS PROGRESS OF FENG
YU HSIANG'S FORCE.

WHAT EFFICIENCY CAN DO
IN CHINA.

LANCHOW, Kan., August 25th.
The victorious advance of the First People's Army continues uninterrupted (says the *N.C. Daily News* correspondent). As far as we know, the whole of Chinese-Kansu (as opposed to Moslem-ruled) is now in their hands with the exception of a small district to the south, on the Szechuan border. To this district Kong of Tsinchow may have retreated. Now probably, however, he and Chang of Pingliang are both in Shensi, a province whose troubles seem to have no end. If, however, the First Army succeeds in its efforts to capture Shensi, it is certain that it will seek to take over Shensi, so as to have a solid bloc in the north-west.

The strategic value of such a position cannot be questioned.

THE "WANHSIEN" AT ICHANG.

ANOTHER EXAMPLE OF WANTON
DESTRUCTION.

BRITISH GUNBOATS GONE UP
RIVER.

ICHANG, October 1st.
The *Wanhsien*, arrived back in port a few days ago. Her Chief Officer, Mr. Johnstone, and Chief Engineer, Mr. Kerr, went up to Kueifu for her and brought her down. Yang Sen made use of her as he did of the *Shi Ling*, an American ship, and of three flying the French flag, to bring down what looks more like a horde of roughs than what they claim to be—soldiers (says the *N.C. Daily News* correspondent). They were from Kueifu and Wushan only. The main army following Yang Sen are said to be coming down from Wanshan, but just to-day news has come through that the troops favouring the South have started to attack Yang Sen, so they may be kept nearer home.

The *Wanhsien* shows much evidence of the attack made on her, and like the *Wantung* much sign of wanton destruction.

The British gunboats *Mantis*, *Teal* and *Widgeon* accompanied by the *Kiawo* have left for up river. A rise in the river made it possible for the larger of the gunboats to go up. The *Bee*, with Rear-Admiral Cameron on board, the *Crickets*, and the *Cockchafer* are still here. Mr. A. P. Blunt, the British Consul for Ichang, has gone up river on the *Mantis* to continue the negotiations over the *Wanhsien* attack.

Muzzling the Merchants.

There is much fear amongst the Chinese that, if Yang Sen arrives here with his army, he will go no farther.
The Chamber of Commerce has already raised \$100,000, and now a similar sum is demanded.

ANTI-FOREIGN BOYCOTT
INTENSIFIED.WOMEN AND CHILDREN PREPARE
TO LEAVE.

[THROUGH REUTER'S AGENCY.]

HANKOW, October 12th.

Telegrams to local firms report that the anti-British boycott is decidedly stiffening on the Upper Yangtze. Foreigners are advised not to proceed beyond Ichang as a fresh outburst of anti-foreign feeling has started at Chungking. Meanwhile it is reported from Chengtu that women and children are preparing to evacuate.

LABOUR PARTY CONFERENCE.

BACKING FOR MINERS'
RESOLUTION.

LONDON, October 12th.

Despite the opposition of Mr. Ramsay MacDonald and Mr. J. H. Thomas who pointed out the impracticability, the Labour Party Conference at Margate carried by a majority of over three million a resolution recognising the magnificent resistance of the miners and urging the nationalisation of the mines, condemning the coalmines which extends the working day and generally giving effect to the South Wales drastic resolution adopted at the Miners' Delegate Conference.

IMPERIAL CONFERENCE.

AUSTRALIAN PREMIER'S
STATEMENT.

LONDON, October 11th.

The Australian Prime Minister, Mr. Stanley Bruce, arrived in London to-day to attend the Imperial Conference. He was welcomed by a big crowd at Victoria among those present being Mr. Amery and representatives of the Prime Minister and the Colonial Office.

Mr. Bruce, in a statement, said he was more than hopeful that practical results would follow this Imperial Conference because the educational work of past conferences had had the effect that we were generally developing a true Empire sense. The three main questions for the consideration of the Conference would be international relations, defence and inter-Imperial trade and economics. Some divergent views on these questions were probably reconcilable and it should be possible to arrive at a common understanding.

[BRITISH WIRELESS SERVICE.]

A NOTABLE AMBASSADOR.

GERMAN TRIBUTES TO LORD
D'ABERNON.

RUHR, October 11th.

The final leave-taking from Berlin of Lord D'Abernon, the retiring British Ambassador, was marked by exceptional expressions of esteem which he has won during the six years of his mission.

Tributes to his services are paid by newspapers representing all shades of opinion in Germany. He is widely described as the central figure of the important period of German history which began with the Peace of Versailles and closed with the entry of Germany into the League of Nations. The part he has played in the stabilisation of German currency is gratefully recognised, and that which he played in the development of the Locarno policy is also fully acknowledged.

Lord D'Abernon, with Lady D'Abernon, arrived in London this afternoon.

HONOURED BY THE KING.

GENERAL HERTZOG AND SIR
ALAN COBHAM.

RUHR, October 11th.

General Hertzog, the Prime Minister of South Africa, was received by H.M. the King at Buckingham Palace and remained for a long time with His Majesty.

Another visitor to Buckingham Palace to-day was Sir Alan Cobham. The King bestowed on the airman the accolade of Knighthood and had a long chat with him on the subject of his flight to Australia.

COAL DISPUTE.

SAFETY MEN TAKE ACTION.

VISIT TO MINISTRY OF LABOUR.

[THROUGH REUTER'S AGENCY.]

LONDON, October 12th.

While the miners of the "respective districts are considering the proposals of the Miners' Federation Conference to call out the safety men from the pits, the latter themselves are taking action.

A deputation of the Federation, Colliery Deputies and Firemen's Associations representing 30,000 safety men were received at the Ministry of Labour, and discussed the situation with Sir Arthur Maitland to whom they submitted their position. The deputies were refused unemployment benefit during the stoppage. Simultaneously the National Executive of this Federation met and urged that the time had come to reach a settlement. It is understood that the federation adheres to its policy of advising the safety men to remain at work.

EFFECT OF COAL STRIKE ON
SHIPBUILDING.

LONDON, October 12th.

The coal strike caused a big reduction in tonnage on the slips. According to Lloyds the tonnage under construction in Britain and Ireland on September 30th was 774,797 tons which is 68,541 less than at the end of June, and 234,000 less than a twelve month ago. Work was suspended at the end of September on 107,498 tons. The present totals are the lowest recorded since June, 1909.

BOARD OF TRADE RETURNS.

INCREASES IN IMPORTS AND
EXPORTS.

LONDON, October 12th.

The Board of Trade returns for September are imports £101,724,341 and exports £30,690,003, being increases respectively of £587,051 and £282,259 compared with August.

[REUTER'S AMERICAN SERVICE.]

AMERICA AND EUROPE.

FINANCIAL HELP PROMISED.

WASHINGTON, October 11th.

At once a warning and a re-assurance was given to Europe on behalf of the Administration by the Under Secretary, Mr. Winston in a speech at the Bankers' Club.

He declared that the fact that Europe had not yet regained her feet was not surprising when it was remembered that it took the United States after the Civil War, fourteen years, aided by bumper crops to stabilise her currency. He thought the time had arrived for certain European countries to decide whether they would destroy all values by unsound policies or put their house in order. He declared that England had been on a gold basis for eighteen months and had survived the coal strike without drawing a dollar on her three hundred million credit. He added that if France, Belgium and Italy desired to float a loan in America to stabilise their currencies it was clearly America's interest to extend them help.

HUGE COPPER COMBINE.

A NEW AMERICAN UNDERTAKING.

New York, October 11th.

The Government has approved of American copper producers co-operating for the establishment of the price of domestic copper in foreign markets. All the leading producers, representing an enormous aggregate of capital, are incorporated in the new company called "The Copper Exporters," under the Presidency of Mr. Kelly, President of the Anaconda Copper Company. An effort will be made to sell direct to the consumers, except where conditions make it desirable to sell to distributors. A Foreign Associate Members Combine include the British Metals Corporation, the Rio Tinto Company, and the leading South American, German, French and Belgian interests.

THE DAUGHERTY TRIAL.

NO DECISION AFTER LONG
DELIBERATION.

[REUTER'S AMERICAN SERVICE.]

New York, October 12th.

Both the defendants in the Daugherty trial smiled broadly when the jury were definitely unable to agree after a sixty-five hours deliberation. The trial cost the Government half a million dollars. The prosecution is undecided whether to apply for a retrial.

USE OF POISON GAS.

EXTENSIVE USE URGED BY
AMERICAN.

WASHINGTON, October 11th.

The extensive use of poison gas during war is advocated by Mr. John Taylor of the Legislative Committee of the American Legion, who, on behalf of the Legion, urges the Senate to reject the Geneva Protocol prohibiting the use of gas, because he asserts that it is one of the most humane weapons and also most effective in speedily ending war.

"CAN'T BE DONE."

[BY JOHN BLUNT.]

THE DOGMATISM OF IGNORANCE.

Two French lieutenants have made a non-stop flight by night from Paris to Rabat, Morocco, being guided through the darkness solely by wireless.

A feat like this is surely a very good lesson for the "can't-be-done" brigade, which has flourished in every age of history and which invariably announces that every new invention is an impracticable fad.

We have all heard the story of the old gentleman who, when the steam engine was first mooted, "proved" that it would never be of any use by stepping up a boiling kettle until it burst, and we have all laughed at his folly. But he was no more short-sighted and ignorantly dogmatic than thousands of other people of to-day who are quite prepared to swear that certain things are impossible which will presently prove to be nothing of the sort.

Unpopular Changes.

The truth is, dramatic changes are not popular. The outcry that greets every great innovation is not merely due to imaginative ignorance; it is also due, strangely enough, to hope. A certain type of person does not want to see upsetting changes and earnestly hopes that the talk about them is all moonshine.

And to some extent we are all like that. Few people, looking back upon their youth, consider that the world has altered for the better. Nearly everybody is conservative in his habits and would like to regard the routine of existence as fixed for ever.

Thus it is not at all surprising that a good many people go one step farther and decline to believe in the possibility of change. No doubt the old gentleman who made the kettle burst was perfectly satisfied with stage-coaches and sailing ships and could not credit for a moment that they could be bettered.

No Imagination.

And in the same way the modern members of the "can't be done" brigade are quite satisfied with present-day locomotion. They don't want to fly at night, and therefore they persuade themselves that it is impossible.

Moreover, in spite of all that has been achieved by science, many people are inherently unimaginative. They mistrust innovations merely because they have no experience of them; they disbelieve in new inventions merely because they are new.—*Daily Mail*.

1,200 MILES IN A TAXICAB.

£30 FARE TO SCOTLAND AND
BACK.

Mr. Stanley Rogers, of 25, Offley Road, Brixton, S.W., a taxicab driver, has returned home after taking two passengers, a middle-aged man and woman, on a 1,200-mile journey to Scotland and back to Liverpool.

Mr. Rogers first met his fares in Leinster Terrace, Bayswater, W., when he was asked to drive to Hatfield, Hertfordshire, and back.

The man later requested Mr. Rogers to leave him his address and 10 days ago Mr. Rogers received a letter asking him to drive the man and woman to Scotland. He went to Leinster Terrace, picked up his fares, and started on a journey to Inverness.

The first stop was Appleby, 276 miles distant. The next day they went to Pilochoy. On the third day they left for Inverness. The next morning they left for Stirling on the journey homeward.

When they reached Carlisle, Mr. Rogers was asked to go to Liverpool and there his fares left him.

The man paid the amount registered on the taxicab-meter, slightly more than £30, and tipped Mr. Rogers.

WHEN THE KING GOES
SHOOTING.

A STIR IN THE HIGHLANDS.

BEATERS' JOBS EAGERLY
SOUGHT.

[BY A BEATER.]

No Southerner can appreciate the stir that passes through the villages in and around Balmoral Castle when it is announced that the King is coming North. For days before his arrival the keepers are the centre of local interest. Boys and young men who, beforehand, it must be confessed, cared little whether the keepers knew of their existence or not, are now eager to express to these important beings their undying affection and admiration. The reason is not far to seek. With the arrival of the Royal party, and the organizing of grouse drives, there is a chance of making a "bit" of money as ghillies or beaters.

By the Burr.

The ghillie's job is counted a "cinch," and well it might be, for the Royal ghillie gets two pounds ten a week while the season is on, his food, a suit of plus fours—and an occasional dram. The beaters get ten-and-six per day, and glorious lunches.

A friend gave me a hint to be early on the spot on the morning of the first drive last year. The "spot" was one familiar to all followers of the Royal gun.

It was a place on the banks of the Dee, where that river is joined by the Gairn burn. This burn runs over the Gairn—a hill on the Invercauld estate which is owned by Colonel Farquharson, chief of the clan bearing his name, from whom the King rents a large piece of moorland.

In all Aberdeenshire there is no more bleak spot than this. There is no real road—only a wild track connecting Deeside with Donadeil. The beaters and ghillies meet at Balmoral Castle; go from there on to Craighall Forest Gate, and split up into sections, one lot making for the farm of Micras, opposite Aberfeldie Castle, one of the most historic family residences in Aberdeenshire, the other traversing a long, steep, winding road passing Piper Hole, a lonely mountain shack until they reach the farm of Delnabo. For this particular drive I was posted with the latter party.

Starting the Drive.

By the time we reached Piper Hole I was exhausted. Here the road is almost perpendicular, and though the scenery round about is glorious, my thoughts were not in the least romantic, for the most arduous part of our day's labour had yet to come. For two hours we tramped through heather and bog before getting the signal to begin beating. Each beater was then given a short stick, to the end of which was attached a white flag, and ordered to march in a particular direction; the entire company being spread out in a vast circle over the moor, with a space of about 50 yards between each beater.

Two shots fired from one of the butts gave us the signal to start—and what a scare the uninitiated beater gets when there is whirring from his feet a covey of grouse, cheeping and screeching like cornered mice!

Came lunch time, and the welcome respite afforded by a hospitable invitation to eat and drink. That is the event of the day when we "raw Highlanders" sit down, a few yards from the Royal party, and wolf as beef sandwiches washed down with copious draughts of refreshing beer, and discuss the prospects of the afternoon's sport. Again we ascend the hill, and again the grouse are driven from one line of butts to another until at last we reach the farm of Brenelzie, where we mount our "boneshakers" and cycle home by way of Foot of Gairn and Coila Creich Inn.—*Daily News*.

£4,000,000 FOR BRITAIN.

WAR DEBT PAYMENTS.

FRANCE'S FIRST, ITALY'S SECOND.

TREASURY, September 15th.

The Italian Government duly paid to the British Government to-day £2,000,000, being the second instalment payable under the Italian War Debt Funding Agreement of June 27th last.

The French Government also paid £2,000,000 to the British Government as the first payment on account of the French war debt.

Under the settlement arrived at in July between Mr. Caillaux and Mr. Winston Churchill—but not yet ratified by the French Government—France pays Britain £4,000,000 in the present year, £2,000,000 next year, and increasing payments rising to £15,000,000 a year. Italy pays Britain at an average rate of £4,000,000 a year until 1926.

Poland, Czechoslovakia, and other Powers together contribute a further £2,000,000 annually, and reparations payments by Germany are at the rate of £15,000,000 a year.

Britain asks from her war allies the payment of only such sums as will, with the German payments, enable her to meet her debt to the United States—£27,000,000 a year.

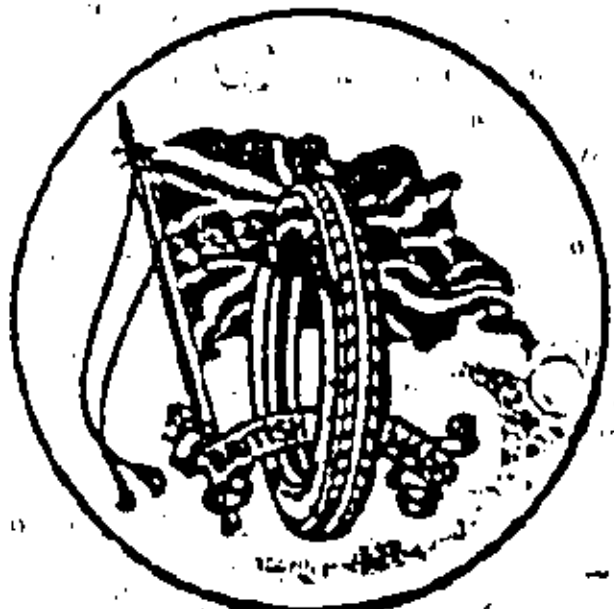
At the Theatre Royal last night before a good audience, the Italian Opera presented "Mignon" by Signor paglia as Mignon, Signor Lothario, Signor Henck, Signor Boland as Frederic, and Signor Boland as Frederic. The opera was, however, a dard of those previous the Company present.

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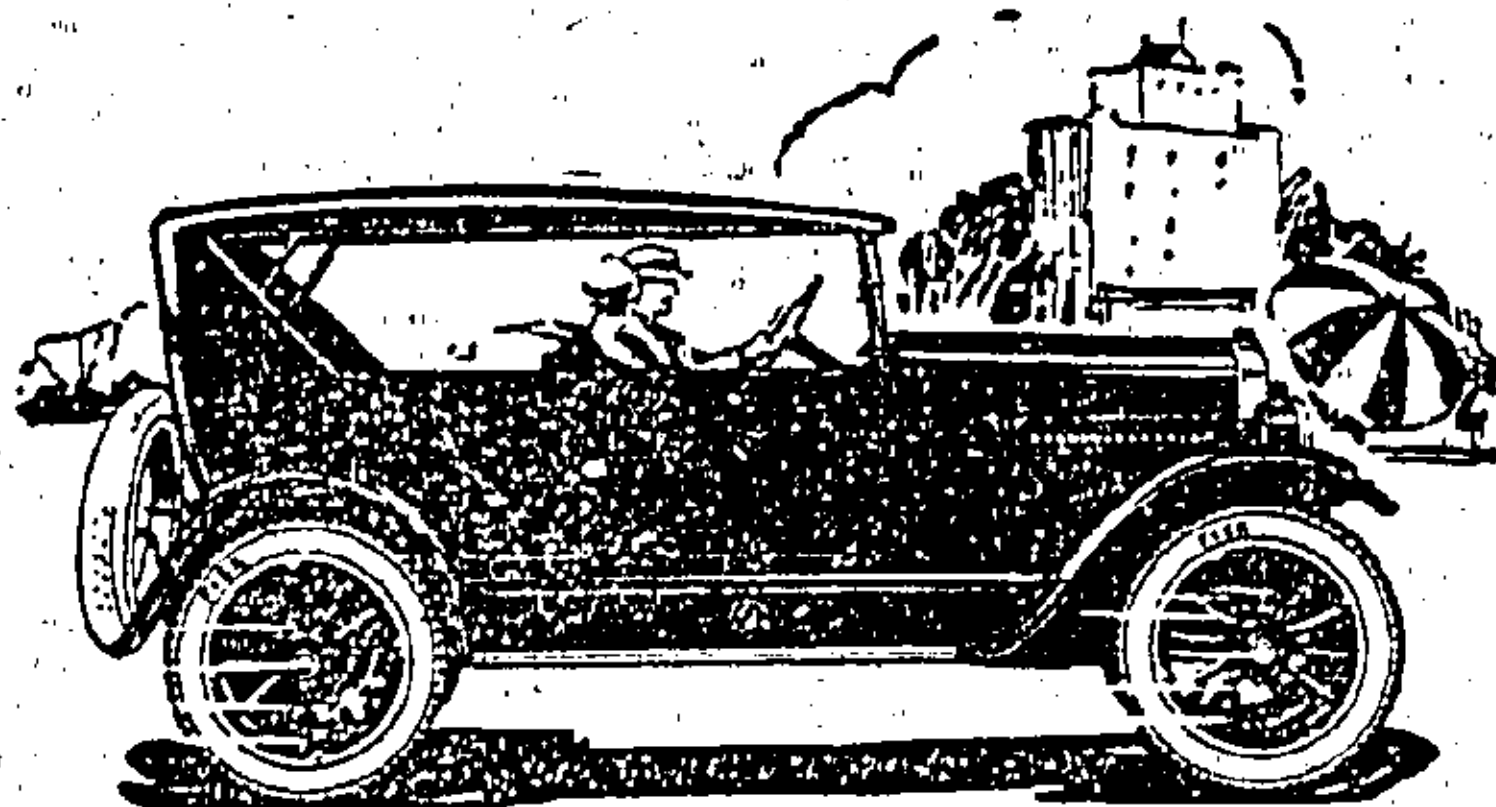
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SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.—Road Improvements—No More Trams—Lighter Engines—The Boulogne Races.

(BY AN OWNER-DRIVER.)

"Penny wise and pound foolish" is an adage that applies to the construction and widening of roads. Years ago more than one motorist pointed out that it was certain that there would be thousands of motor-cars in Hongkong before 1930. The number of cars is increasing, more rapidly than some of us expected. The traffic problem is even worse than was anticipated because the Chinese contractors have taken more rapidly to the use of motor lorries than was considered probable.

Road improvements might have been made in the years 1917-1920 when the revenue of Hongkong was increasing. The then Director of Public Works was not a motorist and he seemed disinclined to listen to those who begged that such traffic arteries as Caine Road should be widened whenever there was an opportunity to do so.

SAFETY FIRST.

To-day we have the legacy of such shortsighted policy. Houses were rebuilt on the old sites and, although in some places the road was widened a little, yet on the whole the "penny wise and pound foolish" policy was followed in order to save money that would have been well spent in resuming land. There was a scheme to build a new road from Central to Caine Road at a nett cost of about two million dollars in 1918. It would cost much more now.

Complaints have been made by members of the Automobile Association about the many turnings in Bonham Road. There is a general belief that the order has gone forth from those who control public expenditure that money is not to be spent just now on road improvements. Surely the unofficial members of the Legislative Council should challenge the Government on this subject.

Human life is of more account than a big balance. There seems to be no difficulty in finding public money for education and hospitals but the road improvements suffer because of economy.

It is not too much to describe the Wanchai and Bonham Road traffic arteries as a disgrace to the Colony.

It is surely better to spend money in taking precautions to prevent accidents than to build a new hospital which will accommodate more victims of the "bad roads."

It is all very well to blame motorists. Let the "step-on-the-gas" driver be heavily punished by all means, but do not blame the driver who has not a road wide enough to allow him to avoid the school children who rush out from the side across the bonnet of his car.

TRAM STANDARDS.

At a recent congress in England attended by people connected with the running of electric tramways one of the speakers had the courage to point out that no more electric tramways would be built in "the old country." The motor vehicle, flexible in traffic, has proved itself much more suitable for modern transport work in cities. It is the old story of the survival of the fittest. Trams are a nuisance in modern traffic.

Kowloon is lucky to have no trams. No one supposes that those already running in Hongkong will be abolished. The only fair thing to do, if such a scheme were under consideration, would be to insist upon compensation for shareholders. That is not possible. A fraction of the sum involved could be better employed in making road improvements.

What might be done immediately is this—The very dangerous tramway stands along the centre of the streets might be replaced by wires fastened to standards or to houses at the side of the streets.

ELECTRICAL PROGRESS.

There is no desire to "crab" the development of electricity. There is a great future for that branch of transport, shallow underground tramways, or even tubes are admirable arrangements for transport. Think of what a great advantage it would be if there were a tube running from West Point out to Shaikwan.

A good field for research by the electrical engineer is road transport. The ideal method of power supply for any motor vehicle is the electric storage battery, but it is a system that, like so many other ideals, is costly. Price determines the success or otherwise of these various methods of power supply.

There is no immediate prospect of any other form of prime mover for motor cars than the petrol motor. The car is being improved much faster than local road improvements are effected although it is true that in a year or so the problem of traffic in Wanchai should be near a solution.

If only Sir Matthew Nathan had planned the road round the island along the same generous lines as he planned Nathan Road in Kowloon!

Meaning motorists must keep on urging road improvements. For the number of motor vehicles will rapidly increase as trade improves.

LIGHTER ENGINES.

An American motoring expert has made the following remarkable statement:—"Some of the European motors, especially those built in Italy, will develop a motor speed of 9,000 revolutions per minute; and it is claimed that some even go as high as 12,000 r.p.m., a speed so great as to be almost unbelievable. One of these small, high speed motors shows a power development of 150 brake horse power at its maximum speed."

It is news to some of us who have carefully watched the new designs to learn of the astounding speed of 15,000 r.p.m. That means 24,000 strokes in a minute or one stroke in the four-hundredth part of a second. It seems difficult to believe that there could be anything like complete combustion of the mixture in the engine cylinder in that short space of time.

An engine that runs at 12,000 r.p.m. develops six times as much power as the same engine running at 2,000 r.p.m. Another way of looking at the problem is to make a comparison of the weights of the engines that run at the two speeds. Roughly speaking the engine running at 12,000 r.p.m. will be one-sixth of the weight of the engine giving the same power at a speed of 2,000 r.p.m.

FUEL ECONOMY.

It has been proved that the engines of the European small cars are more economical on fuel consumption than the bigger engines of the American cars. Racing motors are the pioneers of motors for touring cars. The experience gained on the race track soon decides doubtful issues.

It is, therefore, worth noting that the trend in racing cars is towards a smaller piston displacement. The restrictions of the famous speedway at Indianapolis were set at 91.5 cubic inches—just about the same cylinder capacity as the limit of 1,400 cubic centimetres permitted for the Grand Prix race in Europe.

We do not expect the American Manufacturers suddenly to come down to the 91.5 cubic inches or 1,500 cubic centimetres cylinder capacity. The general demand—or shall we say factory output—is nearer 3,000 c.c. However, one of the leading American manufacturers has announced a new model of 130 inches or about 2,100 cubic centimetres cylinder capacity.

Each year competition between various makes of cars becomes more keen. There is sometimes grumbling because manufacturers are constantly changing designs, but they dare not stand still, or they are left behind in the race.

There is, however, a tendency towards standardisation. Cars are gradually being graded off into classes. The man who can afford a very expensive car will not worry about petrol consumption. The weekly wage earner will think a great deal about it.

THE BOULOGNE RACES.

English drivers appear to have done well in these races but the instantaneous death of Captain Hewey as a result of a slight misjudgment of distance must have cast a gloom over the whole proceedings.

He was a man with a very great personality—"the happy warrior" of the racing track. He was in the Guards during and after the war and while acting as A.D.C. in England had a bad aeroplane crash. Then he turned his attention to car racing.

It was while he was taking a curve at an almost incredible speed that poor Hovey met his end. It was just a matter of a foot or two, but at the speed at which he was moving the crash meant disaster. Unfortunately, spectators were also killed.

Miss Cummings, an English driver, did well until she, too, had an accident. A front and a rear brake on opposite sides of her car seized simultaneously. The car pulled up—it was a Bugatti—in a short space but it dropped into a ditch. The car was damaged but Miss Cummings was unhurt.

Segrave averaged 140 miles per hour in the speed trials. Three privately owned Bugattis were driven by English drivers. A Bentley car also crashed in one of the races but Bengfield, the driver, was not badly hurt.

TYRE STATISTICS.

There has been a great increase in the figures showing the exports of British tyres during the last four years. From 1914 to 1918 practically the whole output of tyres from British factories was used to supply the transport organisation in the war. Then there was a brief boom of about eighteen months, after that came the slump.

The outer covers for motor-cars exported in 1925 numbered 872,533 as compared with 162,609 in 1921. For the same two years the figures showed that nearly four times as many motor-cycle covers were exported at the later date than in the year 1921. The cycle covers exported in 1925 exceeded two million. The number of solid tyres exported seems to increase each year—in 1925 the total was 69,444. Those of us who drive our own cars do not like to see solid tyres but there are some countries where they are useful. In this Colony the Traffic Authorities seem to be doing their utmost to persuade motor lorry owners to use pneumatic tyres.

The most likely substitute for petrol appear to be alcohol—in the U.S.A. any suggestion to increase the supply for commercial purposes would be very popular.

CARS IN CEYLON.

From time to time those who have lived in other parts of the world tell us that they do this or that better out there than we do it in Hongkong.

We have, in this Colony, several people who know Ceylon. They can truthfully tell us of the great progress made in that Colony in the matter of road transport.

In 1924 there were 3,972 cars on the island. Last year there were 8,550. Statistics for the short period of nine months ending on March 31st, 1926, show that the total number had nearly doubled—it was actually 12,933 or an increase of over 6,000 in nine months. The American total was nearly three times that of the British firms and the popular American car was the low-priced mass-production vehicle. It is worth noting that 79 Austins were sent out from Great Britain and another British firm, not represented in this Colony at all, sent out 103 cars of a non-expensive type.

The fact seems to be that manufacturers in Great Britain, Europe and U.S.A. have turned their attention to Ceylon. The local authorities are making road improvements, and the prospects seem good for motorists in Ceylon.

INSURE

YOUR

MOTOR

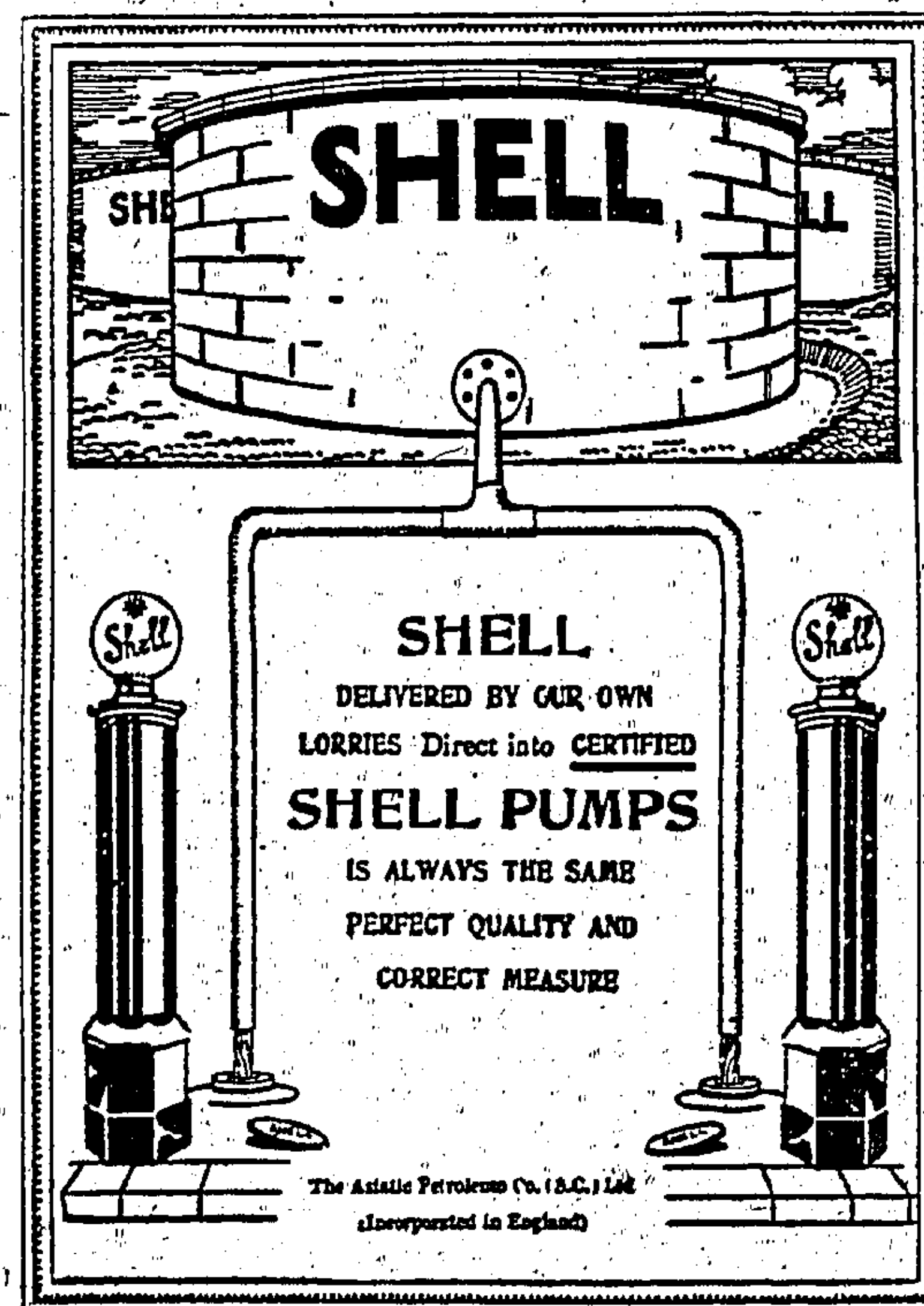
CAR

WITH

GILMANS.

THE

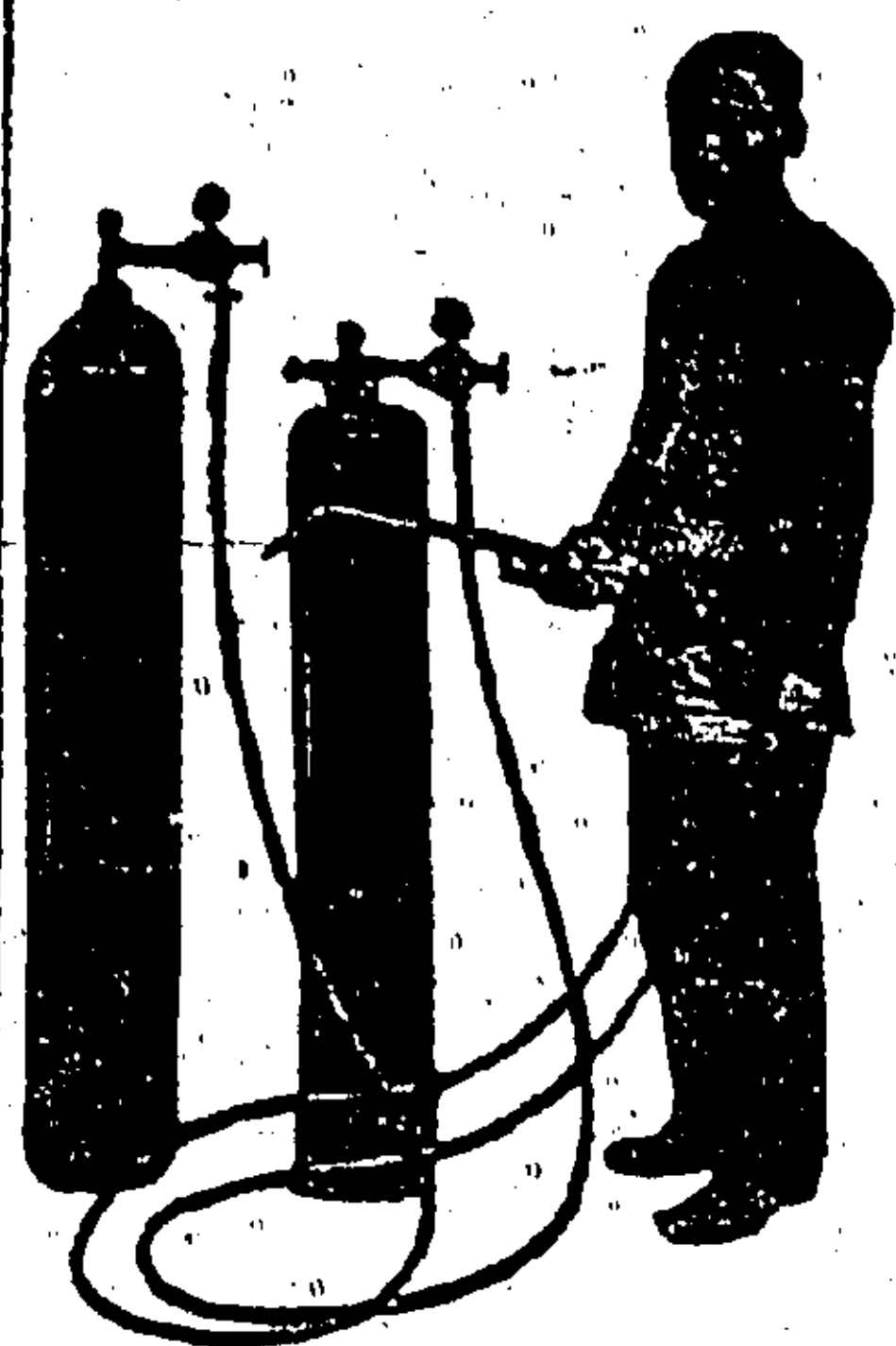
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Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS.

106

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SHIP REPAIRERS.
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MECHANICAL AND
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OF HONGKONG, LIMITED.

—DRY DOCKS—

Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SH (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up
8,000 Tons Displacement
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TELEPHONE No. 212.
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HONGKONG



HONGKONG SHIPPING.

ANOTHER DECREASE IN
HONGKONG CARGO.

IMPROVEMENT IN FREIGHT FOR
OTHER PORTS.

With only two fewer arrivals than on the previous day, yesterday morning's shipping statement showed very poor returns with regard to Hongkong cargo, which showed another decrease, this time of over 3,000 tons. A general improvement, however, was recorded with regard to freight for ports beyond, an increase being noted of over 8,000 tons, due to several heavy returns. Later arrivals yesterday gave an indication that Hongkong cargo recorded in this morning's statement will show a material increase, chiefly due to a couple of big returns of coal and liquid fuel.

TONNAGE AND NATIONALITIES.

Tonnage figures were as under:—
Total: 25,155 tons; British vessels: 13,701 tons; Other vessels: 11,454 tons.

At 9 a.m. yesterday there were 62 vessels in the harbour, of which 29 were British. During the previous twenty-four hours seven vessels arrived, viz., two British, two Dutch, two Japanese and one Chinese. Departures during the same period numbered seven, viz., one American for Manila, one Japanese for Tientsin, one French for Haiphong, one British for Shanghai, one Chinese for Sze U Chung, one British for Singapore and one Chinese for Kwang Chow Wan. Clearances came to two, viz., one Japanese for Christmas Island and one Japanese for Singapore.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).
For Hongkong 2,008 tons.
For ports beyond 22,332 "

Total 24,340 "

(For the previous 24 hours ended at 9 a.m. yesterday).
For Hongkong 5,570 tons.
For ports beyond 14,130 "

Total 19,700 "

Of the cargo for Hongkong, the two British arrivals brought 756 tons between them, while three vessels of other nationality brought the remaining 1,252 tons. With regard to freight for ports beyond, the two British steamers carried 5,647 tons, of which one vessel had 5,056 tons; while of the freight in other vessels, the returns read, 7,270 tons of sugar and general cargo, 4,324 tons of molasses, 4,891 tons and 200 tons of general cargo.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut-Commander G. F. Hole, R.N., 83 for causing an obstruction at the Hongkong and Yau-mat Ferry Wharf, Hongkong side.

Vessels arriving from the North yesterday continued to report encountering typhoon weather, north-easterly gales, high seas and rain.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 791, of which the s.s. *Tjialak* (Dutch) from Batavia and Balikpapan, carried 180; and the s.s. *Van Overstraten* (Dutch) from Amoy, 516.

His friends will learn with regret of the sudden death at Vladivostok of Capt. O. Michie, Commander of the Lloyd Triestino str. *Fiume I.*

THE CHINA COAST.

CHANGES IN OFFICER
PERSONNEL.

Mr. E. Griffith, second officer, *Ningpo*, has gone second officer, *Fatahan*.

Mr. H. J. Dymond has been appointed third officer, *Anhui*.

Mr. G. D. Bell, from reserve has gone second engineer, *Wuchang*. Mr. S. Dumbreck, acting second engineer, *Wuchang*, has gone third engineer, same ship. Mr. A. Lockerie, third engineer, *Wuchang*, is on reserve.

Mr. J. Sear, second engineer, *Kueichow*, has gone second engineer, *Anking*. Mr. A. J. Brown, second engineer, *Anking*, has gone second engineer, *Kueichow*.

Mr. D. Bogie, from reserve, has gone third engineer, *Kaping*. Mr. H. R. Stewart, third engineer, *Kaping*, has gone sup'y third engineer, *Ningpo*.

Mr. G. E. Judge, third engineer, *Soochow*, has gone third engineer, *Kiangsu*. Mr. B. G. Edwards, sup'y third engineer, *Ningpo*, has gone third engineer, *Soochow*.

Mr. J. S. K. Oliver, from reserve, has gone third engineer, *Chusan*.

Mr. W. W. M. Chapman, sup'y third engineer, *Ningpo*, has gone third engineer, *Taikoo Wan Yt*. Mr. W. Paxton, third engineer, *Taikoo Wan Yt*, has gone second engineer, same ship. Mr. W. Pollock, second engineer, *Taikoo Wan Yt*, has gone second engineer, *Liangchow*.

Mr. E. D. Stoen, sup'y second engineer, *Ningpo*, has gone sup'y second engineer, *Liangchow*. Mr. L. D. Johnson, sup'y third engineer, *Kiangsu*, has gone sup'y third engineer, *Liangchow*.

Mr. T. Wilkinson, chief officer, *Tingsang*, has gone chief officer, *Siangwo*. Mr. E. L. Merrett, chief officer, *Siangwo*, has gone chief officer, *Tingsang*.

Captain E. Jones, of the *Wing Hong*, has gone master, *Derwent*.

Mr. J. T. Copland has been appointed second officer, *Derwent*. Mr. T. P. Owens, second officer, *Derwent*, is on reserve.

Mr. T. A. Nicholas has been appointed chief officer, *Hydrangea*—Shipping and Engineering.

THE MOTOR SHIP.

OIL ENGINES FOR MAMMOTH
LINERS.

In connection with the mammoth passenger liners which it is stated are projected both in Britain and abroad it has been presumed that steam machinery must be utilized.

According to *The Motor Ship* this is by no means necessarily the case, for even if an engine power up to 60,000 h.p. were required the demand could be met by internal-combustion motors.

A double-acting two-stroke engine of 15,000 h.p. has already been built for stationary purposes, and double-acting four-cycle Diesel motors of 10,000 h.p. for marine propulsion are under construction.

The technical difficulties, therefore, need not be considered as so overwhelming, nor as more serious than those involved in the employment of steam turbines and boilers working at high pressure.

The fuel consumption of a motor liner would, of course, be very much less than that of a steamer, and there are other points which need to be closely examined before a final decision can be reached as to the most suitable type of propelling machinery for a 60,000-ton liner.

PASSENGERS.

ARRIVALS.

By the M.M. s.s. *D'Artagnan*, on October 13th:—Mr. V. Shevarnam, Mr. M. Nodomal, Mr. L. Nihalchand, Mr. H. B. Dickson, Mr. W. Rosener, Mr. and Mrs. Devard, Mr. R. L. Alton, Mr. Poupelain, Mr. and Mrs. H. Biderman, Mrs. Harry Murray, Mr. and Mrs. Ronvaux and baby, Mr. V. Amberg, Mrs. L. de Hoyer, Mr. G. Barot, Mr. W. Whiffen, Mr. Gaffin, Mrs. Punot and two infants, Mr. Covitt, Mr. and Mrs. Gobbe, Mr. Pasquier, Mr. W. Whiffen, Mrs. N. Yakonnikoff, Mr. Litre, Mr. and Mrs. Digne and three children, Miss N. M. Pol, and Mr. and Mrs. Foucher.

By the s.s. *Tenyo Maru*, from San Francisco via Ports, on October 11th:—Mr. D. J. Valentine, Rev. L. Gracey, Rev. Y. Lagreve, Mr. H. Landan, Miss B. Langenberg, Mr. C. F. Washer, Mr. A. S. Washer, Mrs. H. T. Hungerford, Mr. and Mrs. G. Godech, Mr. John F. Armstrong and Mrs. B. Armstrong.

DEPARTURES.

By the s.s. *D'Artagnan*, for Europe via Ports, on October 13th:—Mr. and Mrs. C. F. Mosher, Mr. P. Walli, Mr. J. W. Gaffney, Mrs. A. L. Gaffney, Miss M. A. Gaffney, Mr. and Mrs. Dunlop, Miss L. B. Tally, Mr. R. A. Griesheimer, Mr. and Mrs. R. W. Gibson, Miss A. D. Gibson, Miss H. B. M. Gibson, Miss E. A. Gibson, Mrs. Bignotti, Mr. Bignotti, Jr., Mr. and Mrs. A. W. Vivian Neal, Capt. and Mrs. A. A. Cabaco, Mr. P. Alvares, Mrs. H. Predali, Rev. Sister Betty Adler, Rev. Sister David, Rev. Father Leveque, Mr. S. F. Coelho, Mrs. C. E. de Mattos, Miss R. E. de Mattos, Mrs. P. Watling, Mr. E. F. Figueiredo, Mr. M. Duarte, Mr. J. M. Presnido, Mr. A. Valente, Mr. R. A. dos Santos, and Mr. Ch. Coquin.

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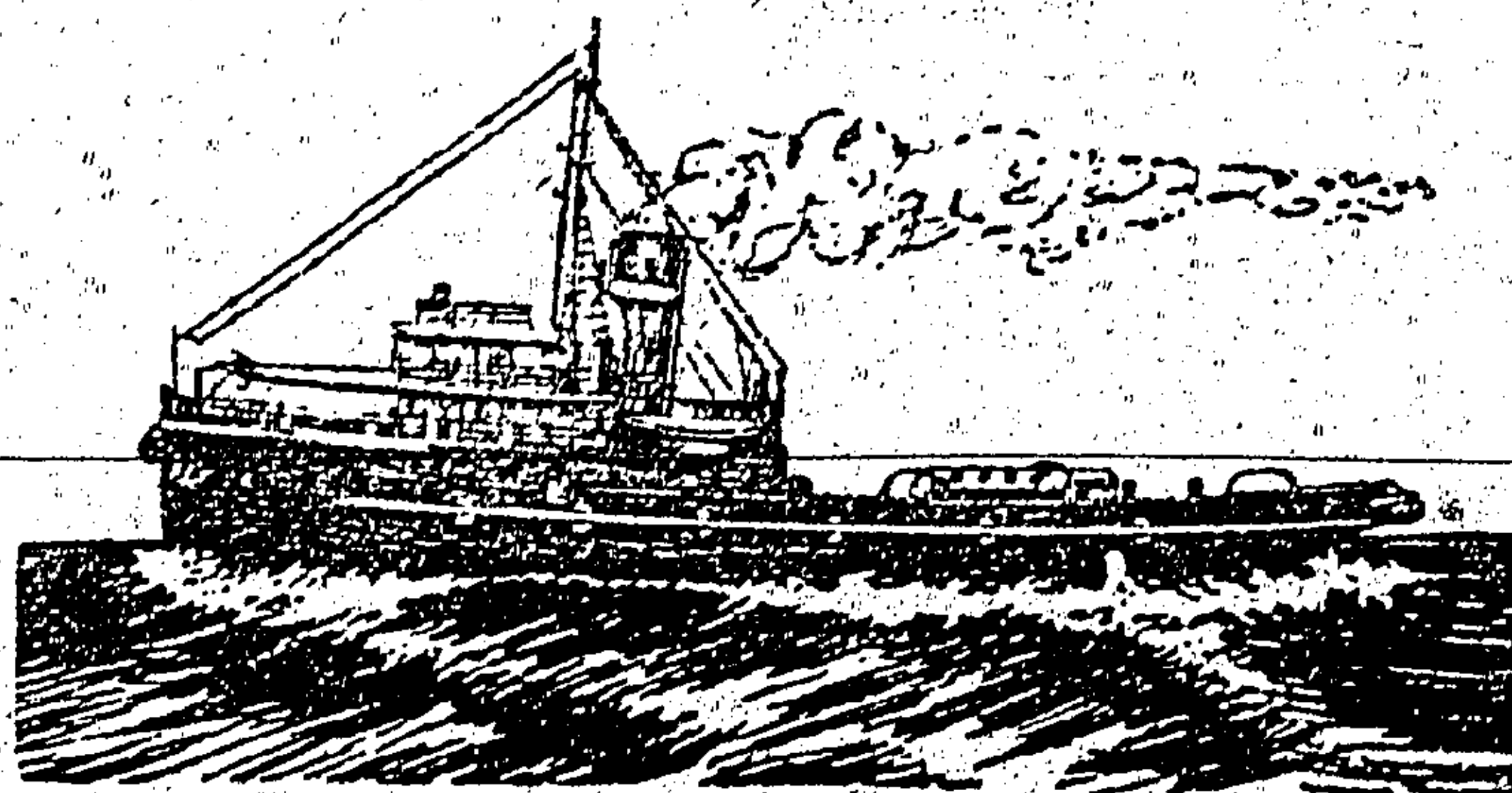
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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Company's Steamer
"PYRRHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 11th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th October, 1926. [4056]

"GLEN LINE LIMITED."

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "GLENSHANE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 15th October, 1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas on 14th October, 1926, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th October, 1926. [4053]

SHIPPING NEWS.

ARRIVALS.

October 11th.
Macassar Maru, Japanese str., 3,511 tons, Capt. Y. Hirasaki, from Sourabaya and Balikpapan. The latter port she left on October 2nd, with a cargo of molasses, lying at Stonecutters. Nanyo Yusen Kaisha.
Sangro, Italian str., 3,795 tons, Capt. C. Adorno, from San Francisco, which port she left on September 11th, with 6,330 tons of liquid fuel, lying at North Point.—A.P.C.
Sui Fok, Chinese str., 173 tons, Capt. Lo Shui, from Sha U Chung, with pigs and sundries, lying at Luen Cheong Wharf.—Fook Hoi Co.
Tjisalak, Dutch str., 3,613 tons, Capt. P. Moerman, from Batavia and Balikpapan. The latter port she left on October 2nd, with sugar and rattan, lying at buoy No. 43.—J.C.J.L.
 October 12th.
Akita Maru, Japanese str., 3,817 tons, Capt. M. Mizuno, from Singapore, which port she left on October 2nd, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
D. Aringuan, French str., 9,903 tons, Capt. Monod, from Yokohama, which port she left on October 3rd, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.
Ho Sang, British str., 2,589 tons, Capt. J. M. Wright, from Kobe, which port she left on October 7th, with 968 tons of general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.
Kalyan, British str., 1,572 tons, from Bangkok, which port she left on Oct. 4th, with a general cargo, lying at buoy No. 112.—B. & S.
Sonchow, British str., 1,304 tons, Capt. Edwin Monkman, from Shanghai, which port she left on October 8th, with a general cargo, lying at Stonecutters.—B. & S.
West Squana, American str., 3,321 tons, Capt. Svendsen, from Los Angeles via Shanghai. The latter port she left on October 4th, with a general cargo, lying at Stonecutters.

CLEARANCES.

October 12th.
Akita Maru, for Moji.
Macassar Maru, for Singapore.
D. Aringuan, for Saigon.
Haikang, for Amoy.
Rai Yen, for Hoihow.
Haidia, for Hongkong.
Liangchow, for Amoy.
Pulimbang, for Shanghai.
Pyrrhus, for Shanghai.
Shinai, for Weihaiwei.
Shirata, for Singapore.
Sui Fok, for Sha U Chung.
Tjisalak, for Amoy.
Tungchow, for Shanghai.
Van Overstraten, for Singapore.
West Squana, for Manila.

SHIPPING MOVEMENTS.

The E. & A. Co.'s s.s. **Tanda** left Sydney for Hongkong on the 9th inst., with the outward Australian mails, and is due here on November 1st.
 The Ben Line s.s. **Benrinnes** from Leith, Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here on the 19th inst.
 The R.M.S. **Empress of Canada** arrived at Yokohama on the 11th inst., at 1 p.m., left yesterday at 6 a.m., and is due at Hongkong on the 19th at 2 p.m.

VESSELS EXPECTED.

Benrinnes (Ben Line), due October 19th.
Empress of Canada (C.P.R.), due October 19th, at 2 p.m.
Japan (Swedish East Asiatic), due October 29th.
Mantua (P. & O.), due to-morrow, about 4 p.m.
Sumatra (Swedish East Asiatic), due October 29th.
Takada (B.I. & A.), due October 15th, about 7 a.m.
Tanda (E. & A.), due November 1st.

VESSELS IN DOCK.

The following vessels are in Dock:—
Taikoo—**Hai Yen**, **Tung On**, **Anania**, **Kwong**, and **Tai Lee**.
 At Kowloon:—**Tai Tak**, **Tuen Sang**, **Sui Fok**, **Confucius**, **Odin**, **Changte** and **Imperial**.
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 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN
 S.S. "HESEN" ... due here on or about the 22nd October
 S.S. "PREUSSEN" ... due here on or about the 23rd November

SAILINGS TO EUROPE.

S.S. "SAARLAND" ... sailing from here on or about the 28th October
 S.S. "HESEN" ... sailing from here on or about the 30th November

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

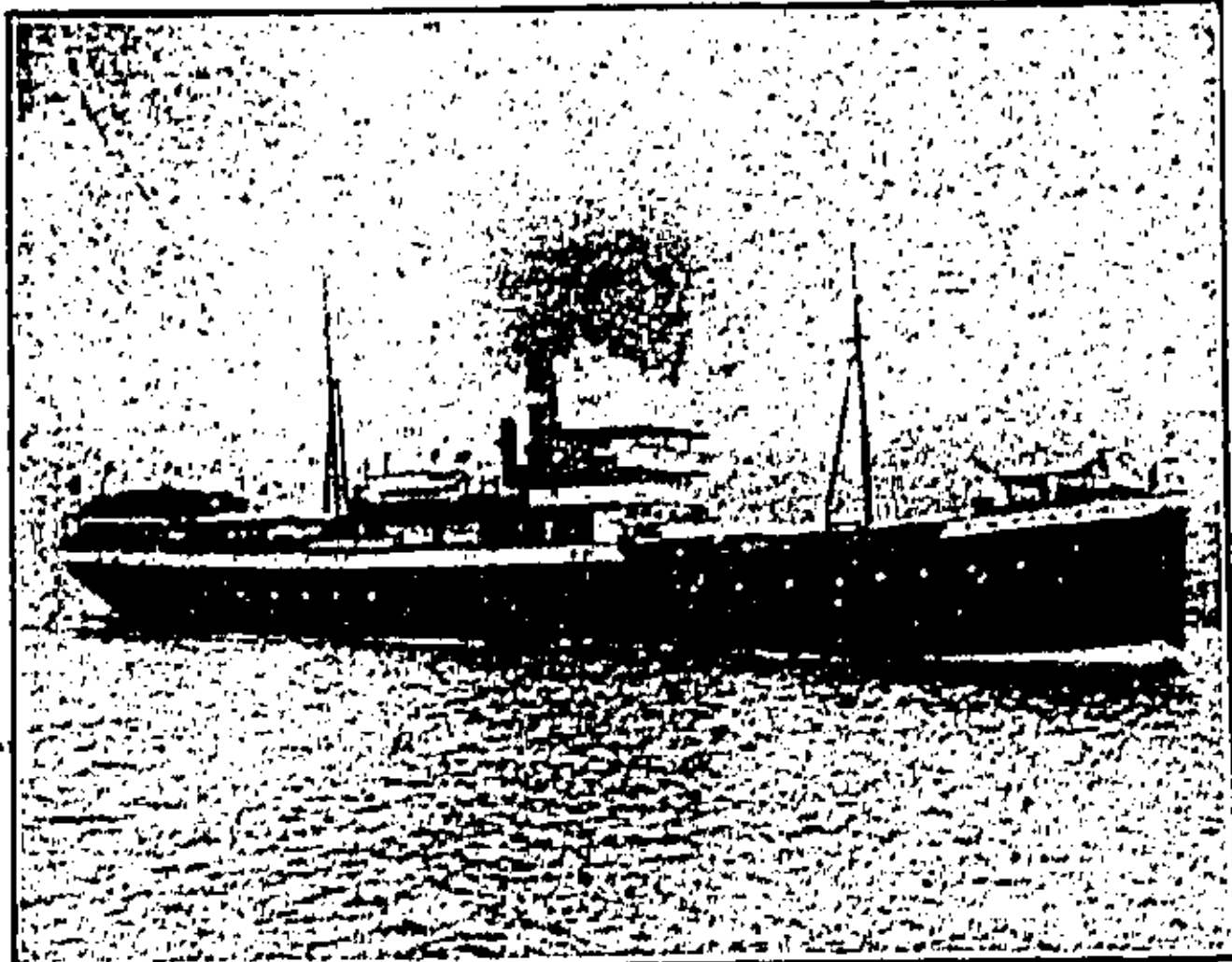
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CHINA BORNEO SHIPPING CO.

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To Jesselton, Sandakan, Tawau, Semporna and Lahad Datu.
 Calling at Sandakan on Return Voyage.
 Regular Three-weekly Freight and Passenger Service.



Excellent accommodation for Saloon, Second class and Steerage passengers.

All 1st Class State-rooms and 2nd Class Cabins fitted with Oscillating Electric Fans.

Hotel reservations arranged at Sandakan and Hongkong if desired.

Through Bills of Lading issued to other B. N. Borneo Ports.

Sailings are subject to alteration.

Next Sailing from Hongkong, Thursday, October 14th, 1926.

For Freight, Passage and other information, please apply to—
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FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS
 FOR VICTORIA AND SEATTLE
 SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT McKINLEY" ... Oct. 19th, 5 p.m.
 "PRESIDENT JEFFERSON" ... Oct. 31st, 5 p.m.
 TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental railways. Any Line on the Atlantic. Through Accommodation and Booking arranged.

FOR MANILA

"PRESIDENT JEFFERSON" ... Oct. 23rd, 5 p.m.
 "PRESIDENT GRANT" ... Nov. 4th, 5 p.m.

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[18]

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA" ... 9,670 tons d.w., sailing 5th November.
 "CITY OF CAIRO" ... 10,145 tons d.w., sailing 3rd December.

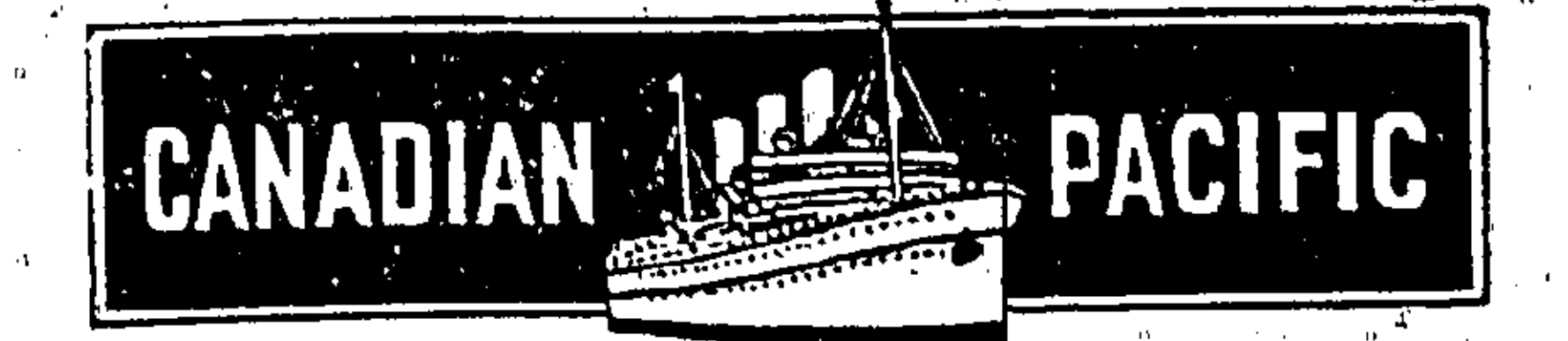
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[13]

EMPRESS EXPRESS
QUICKEST TIME ACROSS THE PACIFIC

NEXT SAILING TO THE PACIFIC COAST

"EMPRESS OF ASIA"
WILL SAIL FOR
VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS

At Daylight,

THURSDAY, October 14th.

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 20	Oct. 22	EMPRESS OF CANADA Oct. 23	Oct. 25
Nov. 3	Nov. 5	EMPRESS OF RUSSIA Nov. 6	Nov. 8

CANADIAN PACIFIC EXPRESS COMPANY

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 THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU	... (Call Keelung) ...	Monday, 18th Oct., at 10 a.m.
KOREA MARU	... ..	Tuesday, 19th Oct., at Noon
SHINYO MARU	... ..	Tuesday, 19th Oct., at Noon
SIBERIA MARU	... ..	Monday, 22nd Nov., at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU	... ..	Saturday, 6th Nov., at Noon
BOKUYO MARU	... ..	Saturday, 27th Nov., at Noon
BAKUYO MARU	... ..	Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

EARUNA MARU	... ..	Saturday, 23rd Oct.
KAMO MARU	... ..	Saturday, 6th Nov.
KATO MARU	... ..	Saturday, 20th Nov.
KATSUTA MARU	... ..	Saturday, 4th Dec.
KASHIMA MARU	... ..	Saturday, 18th Dec.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	... ..	Wednesday, 20th Oct., at 11 a.m.
MISHIMA MARU	... ..	Wednesday, 24th Nov., at 11 a.m.
TANGO MARU	... ..	Wednesday, 22nd Dec., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU	... ..	Friday, 20th Oct.
TSUYAMA MARU	... ..	Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU	... ..	Friday, 15th Oct.
WAKASA MARU	... ..	Wednesday, 17th Nov.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU	... ..	Thursday, 21st Oct.
AWA MARU	... ..	Thursday, 11th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU	... ..	Monday, 18th Oct.
MOBIOKA MARU	... ..	Sunday, 31st Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	... ..	Saturday, 18th Oct.
MURORAN MARU	... (Moji direct) ...	Sunday, 17th Oct.
ATSUTA MARU	... ..	Tuesday, 19th Oct.
MITO MARU	... ..	Friday, 22nd Oct.
TAKUSHIMA MARU	... (Moji direct) ...	Saturday, 23rd Oct.

For further information, apply to—
NIPPON YUSEN KAISHA.
 Telephone: Central No. 292 (Private exchange to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings (from Marseilles)	Pro. Arr. at Hkg. and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
ANGKOR ... ..	...	14th Oct., 1926	26th Oct., 1926
PORHOS ... ..	...	26th Oct., "	9th Nov., "
CHAMBORD	24th Sept., 1926	26th Oct., "	23rd Nov., "
PAUL-LECAT	8th Oct., "	10th Nov., "	2nd Dec., "
GENERAL METZINGER A	22nd Oct., "	24th Nov., "	21st Dec., "
AMAZONE	5th Nov., "	8th Dec., "	4th Jan., 1927
ANGERS	19th Nov., "	22nd Dec., "	18th Jan., "

RATES OF PASSAGE MONEY TO MARSEILLE'S

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... £ 99. 0d. Od.
 B Class 1st Class ... £ 85. 0s. Od.
 C Class 1st Class ... £ 70. 0d. Od.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).
 s.s. "LE ST. LOUBERT-BIE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd October.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SANDAKAN	... "MAUSANG"	... Wednesday, 13th Oct., at 4 p.m.
CANTON	... "HOPSANG"	... Thursday, 14th Oct., at 6 a.m.
TSINGTAU via SHANGHAI	... "FOOSHING"	... Friday, 15th Oct., at 6 a.m.
KOBE via AMOY, SHANGHAI	...	...
YOKOHAMA	...	...
OSAKA via AMOY, SHANGHAI	... "KUMSANG"	... Friday, 15th Oct., at 7 a.m.
KOBE & MOJI	... "NAMSANG"	... Tuesday, 19th Oct., at 7 a.m.
HAIPHONG via HOIHOW	... "MINGSANG"	... Tuesday, 19th Oct., at 9 a.m.
TSINGTAU via SHANGHAI	... "HOPSANG"	... Wednesday, 20th Oct., at Noon
BANGKOK	... "CHAKSANG"	... Wednesday, 20th Oct., at Noon
TIENTSIN	... "CHIPSANG"	... Thursday, 21st Oct., at Noon
STRAITS & CALCUTTA	... "HOSANG"	... Thursday, 21st Oct., at 3 p.m.
OSAKA via MOJI & KOBE	... "KUTSANG"	... Wednesday, 27th Oct., at 7 a.m.
SANDAKAN	... "HOPSANG"	... Saturday, 30th Oct., at 2 p.m.
TIENTSIN	... "CHEONGSHING"	... Tuesday, 2nd Nov., at Noon
KOBE via MOJI	... "FOOKSANG"	... Thursday, 4th Nov., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"CARMARTHENSIRE"	14th Oct.
"GLENBEG"	20th "
"GLENARA"	16th Nov.
"CARNARVONSHIRE"	27th Nov.

HOMEWARDS.

Vessel	Discharges	Leaves Hongkong
"GLENBEG"	...	20th Oct.
"CARMARTHENSIRE"	...	30th Nov.
"CARNARVONSHIRE"	...	27th Dec.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3636.

[9]

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER
AND
FREIGHT SERVICE.



Cabin class £73. 4s. Od.
 Intermediate class £48. 2s. Od. To GENOA.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
s.s. "WITELL"	...	17th October, 1926.
s.s. "SAARHUECKEN"	5th November, 1926	14th November, "
s.s. "COBLENZ"	2nd December, "	11th December, "
s.s. "YOKKA"	30th December, "	2nd January, 1927.
s.s. "FOLDA"	27th January, 1927.	6th February, "
s.s. "DERFELINGER"	25th February, "	26th February, "
s.s. "TRIER"	25th March, "	11th March, "
s.s. "SAARHUECKEN"	22nd April, "	30th April, "
s.s. "COBLENZ"	...	21st May, "

The s.s. Witell will also call at Marseilles in addition to the usual ports.

For Freight and Passage, please apply to—

MELCHERS & CO.

Telephone C. 4557.

2, Queen's Building, Chester Road.

Agents, HONGKONG.

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JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	N. CHINA & AMOT	13th Oct.	13th Oct.	S'PORE & BATAVIA
TJIKARANG	BATAVIA	17th Oct.	19th "	SHANGHAI
TJIKEMBANG	SHANGHAI	18th "	21st "	BATAVIA
TJIKAROE	JAVA & M'CAIR	28th "	29th "	SHAL & NORTH CHINA
TJIMANOEK	N. CHINA & AMOT	28th "	29th "	MACASSAR
TJISAROE	BATAVIA	31st "	2nd Nov.	SHANGHAI
TJIKARANG	SHANGHAI	1st Nov.	4th "	BATAVIA
TJIKARANG	JAVA & M'CAIR	9th "	11th "	SHAL & NORTH CHINA
TJISALAK	N. CHINA & AMOT	10th "	12th "	BATAVIA
TJISAROE	SHANGHAI	18th "	18th "	MACASSAR
TJIKAROE	N. CHINA & AMOT	24th "	25th "	MACASSAR & JAVA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BARODA" ... From Hongkong Via Suez Canal 5th Nov.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(Andrews & Co., Ltd.)

Sailings from Hongkong

M.V. "FORBESBANK" ... From Hongkong Via Suez Canal 2nd half November.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF WELLINGTON" ... From Hongkong 24th October.
For Havre, London, Rotterdam and Hamburg.
S.S. "CITY OF PEKIN" ... From Hongkong 14th November.
For Marseilles, London and Havre.FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
"B" 1st Class £20. 2nd Class £13.MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "YUENSANG" ... From Hongkong 15th October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Agulhas Bay, Port Elizabeth, Mossel Bay and Opatown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Lourenco Bay, Walvis Bay, and Mafeking.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "JAVANESE PRINCE" ... 3rd November, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnessprince.

King's Building.

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**KONINKLIJKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 13th October.

Offers excellent Saloon accommodation.

All lower berths, Doctor carried.
English cuisine. Wireless telegraph

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yong Building, Upper Road.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MOREA"	10,918	16th Oct. Noon	Marseilles and London.
"NYANZA"	7,023	27th Oct.	Singapore, Penang, Colombo & Bombay
"KEYBER"	9,114	30th Oct.	Marseilles, London, Antwerp and Hull.
"ALPHEUS"	8,273	31st Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London.
"DEVANHA"	8,155	23rd Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,129	27th Nov.	Marseilles, London, Antwerp and Hull.
"NELLORE"	8,253	6th Dec.	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPORE"	4,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	3rd Feb.	Marseilles and London.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHGAR"	8,005	12th March	Marseilles, London, Antwerp & Rotterdam.
"MONGOLIA"	16,504	19th March	Marseilles and London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	8th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,129	13th April	Marseilles, London and Antwerp.
"MALWA"	10,941	30th April	Marseilles and London.
"KALWA"	9,135	14th May	Marseilles, London and Antwerp.
"MOREA"	10,918	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	17th Oct.	Singapore, Penang and Calcutta.
"TAKADA"	6,949	8th Nov.	do.
"TAKLIWA"	7,938	10th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	29th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	2nd Dec.	
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,956	4th Mar.	
"ST. ALBANS"	4,500	18th April	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.E. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"MANTUA"	10,902	15th Oct. 10 a.m.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	18th Oct.	Amoy, Moji, Kobe and Osaka.
"TAKLIWA"	7,938	22nd Oct.	Kobe.
"MIRZAPORE"	4,715	25th Oct.	Shanghai, Weifang and Kobe.
"KARMALA"	9,129	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	8,253	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	18th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	13th Dec.	Shanghai, Moji and Kobe.
"PERIM"	7,648	14th Dec.	Shanghai.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	8,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	8,253	21st Jan.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,956	8th Feb.	Shanghai, Moji and Kobe.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Moji, Kobe, Osaka and Yokohama.
"ST. ALBANS"	4,500	8th March	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	12th March	Shanghai, Moji and Kobe.
"KARMALA"	9,129	19th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundry.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

**FOR
AMOY & FOOCHEW
AND RETURN**

(Occupying 8 to 9 Days)

HAINING ... Friday, 10th October, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Elsie Pies).
Round Trip Tickets will be issued from Hongkong to Foochow (Parcels & baggage) or vice versa and Return by the same steamer at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.
For Freight and Passage apply to—DOUGLAS LAPRAIR & CO.,
General Managers.**CHINA NAVIGATION CO.,
LIMITED.**

AMOY, SHANGHAI & NEWCHOW	"LIANGCHOW"	On 13th Oct.	6 a.m.
SHANGHAI	"SOOCHOW"	On 14th Oct.	6 a.m.
AMOY & SINGAPORE	"ANTUNG"	On 14th Oct.	6 a.m.
RAIPHONG	"KWANGSH"	On 15th Oct.	10 a.m.
WHEIWEI, CHEFOO & TIENTSIN	"HUICHO"	On 15th Oct.	4 p.m.
NINGPO, SHANGHAI & TSINGTAO	"LINAN"	On 16th Oct.	6 a.m.
RANGKOK	"KWANGTUNG"	On 16th Oct.	Noon
SHANGHAI & NEWCHOW	"LUCHOW"	On 17th Oct.	6 a.m.
AMOY & SHANGHAI	"SZKHOEN"	On 18th Oct.	6 a.m.
AMOY & SINGAPORE	"ANHUI"	On 19th Oct.	6 a.m.
HOIOW & RAIPHONG	"TRAN"	On 21st Oct.	10 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 21st Oct.	8 p.m.
SHANGHAI & ANTUNG	"CHINKIANG"	On 26th Oct.	4 p.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 35. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD."CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	In Port	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
Telephone Central 56. Agents. [5]**DODWELL & CO., LTD.****NEW YORK BERTH.**LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "KENDAL CASTLE" ... Sails on or about 19th October.**LLOYD TRIESTINO.**REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £68. 0s. 0d.**NEXT SAILINGS.**OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI
From Hongkong.
M.V. "ESQUILINO" ... Sails on or about 11th November.
HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hongkong.
M.V. "VIMINALE" ... Sails on or about 30th October.**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines, apply to—
DODWELL & CO., LIMITED.
Telephone: Central 1020. Agents. [17]**BOSTON NEW YORK & BALTIMORE**Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**Sailings from Hongkong.**

S.S. "TEUCER"	...	Via Suez Canal	2nd October.
S.S. "CITY OF BARODA"	...	Via Suez Canal	6th November.
S.S. "NINGCHOW"	...	Via Suez Canal	19th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.
[2]

